

Manufacturers Record

Exponent of America



\$6.50 per Year.
Single Copy, 15 Cents.

Baltimore, Md.,
MAY 22, 1919

The American Legion Has Vast Possibilities for Good

The organization of the American Legion by the soldiers of this country engaged in the great war is a hopeful sign for the future of America.

The millions of soldiers who received a military training at the camps or on the battle-field have an entirely new conception of Americanism and patriotism. They have a broader view of life than they had prior to our entrance into the war. They represent a very large proportion of the most vigorous, virile men of America coming from all classes of society, from the richest to the poorest, from the university professor to the man who cannot write his own name. They comprise a mighty force to be reckoned with, and if wisely led these men will help to mold the life of America in safe and sound methods.

Some of these men will supplant the old machine politicians of both parties. There is not a section of the country which is free from the evil influence of the political machine. These soldiers in every part of America will be able to instil new life and higher ideals into political activities, and the old party machines will in many cases be broken up and thrown upon the scrap heap. They will prove one of the strongest influences which it is possible to develop against Bolshevism and socialistic chaos. They will stand for Americanism, and for patriotism and for the elimination from American politics of the work of aliens who are seeking to disrupt America and bring on Russian chaos.

These soldiers have learned much about sanitation, and they should become leaders in bettering the living conditions in every village and city in the country, as well as on the farms. They should aggressively take hold of the municipal problems connected with sanitation, and thus lessen the dangers to health from impure water, from bad sewerage systems or the lack of sewers. They should inaugurate a new era for bathrooms and running water in every farmhouse in the country. Indeed, the opportunities of these men to benefit the health and living conditions in the city and the country are almost beyond estimate.

Out of the knowledge gained in the training camps we should have three or four million men who could make themselves leaders in work of this kind, as well as in stimulating highway building and kindred activities. A mighty power for good is available in these men if they will now assume the responsibility which rests upon them to help reshape and mould for good these material things while at the same time they are on guard to make certain that the political life of the nation is cleaner and more wholesome and more national in spirit.

In the organization into the American Legion of the soldiers of the European War, wisely led as we trust they will be, there are vast possibilities for good.

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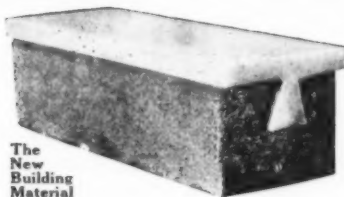
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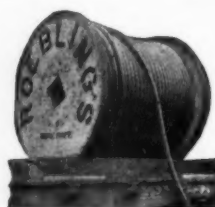
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VOL. LXXV, No. 21 }
WEEKLY. }

BALTIMORE, MAY 22, 1919

\$6.50 A YEAR.
{ SINGLE COPIES, 15 CENTS.

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS RECORD PUBLISHING CO.

Office: Manufacturers Record Building, Cor. Commerce and Water Sts.
BALTIMORE, MARYLAND

RICHARD H. EDMONDS, Pres.
FRANK GOULD, Vice-Pres.

VICTOR H. POWER, Treas.
I. S. FIELD, Sec'y.

RICHARD H. EDMONDS, Editor

BRANCH OFFICES:

CHICAGO, 11 So. La Salle St.
ST. LOUIS, 608 Century Bldg.

NEW YORK, 52 Broadway
BOSTON, 734 Old South Bldg.

SUBSCRIPTION RATES:

\$6.50 a year (in advance): six months, \$3.50; three months, \$2 to United States, Mexico, Cuba, Porto Rico, Hawaii and the Philippines. For Canada, add postage \$2 a year. For other foreign countries add postage \$4 a year. Back numbers, if available and not over one month old, 15 cents each. From one month to six months old, 50 cents each; over six months old, \$1 each. In ordering change of address, give old as well as new address.

[Entered at the Baltimore Postoffice as second-class matter.]

In order to avoid delays, all correspondence pertaining to news or advertising matters should be addressed directly to the Manufacturers Record, Baltimore, Md., and not to individual editors, officers, employees or any branch office.

**"Who saves his country, saves himself, saves all things,
and all things saved do bless him.**

**"Who lets his country die, lets all things die, dies himself
ignobly,**

"And all things dying curse him."—Senator Ben. H. Hill.

OUTLOOK FOR WINTER WHEAT GREATLY IN EXCESS OF LAST YEAR'S PRODUCTION.

IT is estimated that the present winter wheat crop, according to the forecasts of the Department of Agriculture as of conditions reported May 1, will amount to 899,915,000 bushels, compared with 558,449,000 bushels in 1918. This is an increase over last year's production of 341,466,000 bushels, or 61 per cent.; 117 per cent. over the 1917 output, and 87 per cent. more than in 1916.

On May 1 it was estimated that 48,933,000 acres of winter wheat remain to be harvested, which is a 12,229,000-acre increase (over one-quarter of which was in the South) compared with the 1918 acreage harvested. The condition of the crop is reported above normal, and is indicative of an average yield for the country of 18.4 bushels per acre.

The Southern States are also doing their share towards increasing food production. The South's wheat crop, according to the forecast, will reach this year 250,035,000 bushels, or 52 per cent. more than its 1918 wheat crop, 74 per cent. more than its 1917 production, and it is 102 per cent. greater than the wheat crop of 1916.

The area of winter wheat remaining to be harvested in the South is 16,351,000 acres, an increase of 3,729,000 acres, or about 30 per cent., compared with the 12,622,000 acres harvested last year, and 61 per cent. greater than the South's wheat acreage in 1914.

That the South rallied to the support of the country in its campaign to increase food production is here emphasized by the 61 per cent. gain in wheat acreage, as well as increased food crops of all kinds, while at the same time supplying the world with cotton.

BELIEVING AS WE DO, SHALL WE SUPPRESS OUR VIEWS ON THE WORLD ISSUES OF THE HOUR?

MR. J. FLOYD COLLINS, Superintendent of Decatur Public Schools, Decatur, Ala., in the course of a letter to the MANUFACTURERS RECORD, writes:

"Permit me to prolong this letter just long enough to applaud and thank you for your stand in the settlement of the questions growing out of the world war. You are certainly making a magnificent fight for liberty and justice."

This is apparently the view of a very large proportion of our subscribers, and we are sure that the time will yet come when every man in this country who is today favoring the League of Nations will realize that no more dangerous proposition to the sovereignty of America and to the peace of the world was ever suggested than this League.

Let no one for a moment imagine that the League of Nations will stop war.

It is true today, as it has been in the past, and will be through the centuries to come, that the "nation which forgets God shall be cast into hell."

This is strong language. It is not ours. It is the language of the Almighty. To question its accuracy or its wisdom would be to question the truthfulness and the judgment of the Almighty God, and so long as a large proportion of the world is ruled by heathen ideas, so long as Mohammedism and Buddhism and other isms contrary to the teachings of God prevail in this world, there will be wars. Until man ceases to sin and until all the world accepts the teachings of the Bible and follows them, we may rest assured that individual murder will continue, and that nations made up of individuals will break the laws of God and man and engage in war.

We wish that it were in our power to take another view of the situation, but it is not; and we are trying to get our readers to see what we believe is the truth. We believe that the League of Nations, if put into effect, will result in bringing about wars rather than in suppressing wars; that it will create hostility and hatred, where under other conditions there might be friendship. The very discussion of the League of Nations in Paris has already resulted in sowing the seeds of discord and of hatred in many countries, only to ripen into a harvest of greater hatred in the future.

While we believe that Supt. Collins' commendation of the work of the MANUFACTURERS RECORD on this great question is the view of a large proportion of our readers, not all of them do take that view, for Mr. H. M. White of Dillwyn, Va., writes:

"I have taken your paper from the very beginning of it, but I do not approve of your extreme methods against those who are working. I believe honestly and faithfully, for 'world peace,' and you will, therefore, please stop the paper."

"Please stop the paper," reminds us of a story about Horace Greeley. An irate subscriber met him on the street

one day, and with great indignation said: "Mr. Greeley, I do not like your policy, and I have stopped the paper." Mr. Greeley, with the appearance of great concern, replied: "Why, I am greatly surprised to hear that you have stopped the paper. I left the office only a few minutes ago and the presses were running at full speed." "I mean," said the subscriber, "that I have stopped my subscription to the Tribune." "Oh," said Mr. Greeley, "I am greatly relieved, for at first I feared that you had ordered that the Tribune should no longer be published."

We are sorry that Mr. White opposes the work that the MANUFACTURERS RECORD is seeking to do to save American sovereignty from being destroyed, but even to accommodate him we cannot stop the paper. We will stop his individual subscription, regretting that he denies himself the privilege of studying all sides of the most momentous question in the secular history of mankind. We cannot take Mr. White's view of the matter, because we remember the sublime words,

**"Who saves his country saves all things,
And all things saved do bless him;
Who lets his country die lets all things die,
And all things dying curse him."**

In direct opposition to the position taken by Mr. White are other letters which agree very fully with that of Superintendent of the Decatur Public Schools, Mr. Collins. Here is one of them. Mr. Thomas H. Betty, president of the Betty & Sons Lumber Co. of Montgomery, Ala., writes:

"Enclosed herein you will find check for \$6.50, renewing our subscription. We feel that we cannot very well, without material injury to ourselves, drop our subscription for the MANUFACTURERS RECORD. We have been a constant reader for several years, and we fail so far to find anything that has been printed pertaining to the policy of the MANUFACTURERS RECORD that we object to, and we wish you continued success."

And here is another. It is from Mr. W. E. Bolles, Superintendent of Sales Department of the Reolds Farms Co., Oldsmar, Fla. In the course of his letter, he says:

"I want to use this opportunity to express my high appreciation of the powerful patriotic campaign which your magazine has maintained. I am especially interested at this time in the open discussion of the proposed League of Nations, and I have heard many complimentary remarks on your constructive policies."

In sending a check for a yearly subscription, Mr. M. E. McCoy, Secretary of the Little Rock State Bureau, writes:

"I am and have been for many months a diligent reader of the Manufacturers Record, having received it through the Real Estate Department of the Southern Trust Co., and have come to regard you not only as America's best American, but the South's best friend. I am sure nothing would contribute more to bring about needed Southern development than having every active, aggressive Southern business man, whether planter, merchant, banker, manufacturer or realtor, be not only a subscriber, but an earnest reader of your every issue."

"May deserved success continue to reward your efforts and, if it is possible, the punch of your pen become stronger as your influence in the South broadens."

On the other hand, Mr. Robert P. Williams, City Treasurer of Knoxville, while enthusiastically praising the MANUFACTURERS RECORD as an advertising medium, does not like our criticisms of the League of Nations, and hopes that the time will come when the editor of the MANUFACTURERS RECORD will admit that these criticisms were wrong. He writes as follows:

"I began reading the MANUFACTURERS RECORD as an office boy in 1890 looking for proposals for the firm that employed me, and I have kept the same up. I know of no trade paper as equal as an advertising medium to bring results. I am a great admirer

of the editor, but do not like his after-war policies or attacks on the present Administration, but he has that right. Some day I think he will see that he was wrong, and he is big enough man to admit it. As Recorder and Treasurer of the City of Knoxville I have used your columns for the city during the past four years and received excellent results, and will continue to use them, because I want results."

The more we have studied the League of Nations, the more deeply are we concerned for the future of America, and the more certain are we that the adoption of the League of Nations by this country would mean the end of American sovereignty, and that the League of Nations would be productive of wars instead of bringing peace to a world sadly needing peace.

So long as individual men commit murder, so long will nations commit murder. Until the whole world recognizes one Supreme Ruler and bows before Him and accepts His teachings, wars will continue.

Commenting on the League of Nations, the Argonaut of San Francisco says:

"There are 45 members of the league, actual or prospective. They include Haiti, Hedjaz, Liberia and Siam. These 45 members must be in unanimous agreement before anything whatsoever of a serious nature can be attempted. If it should be found necessary to coerce a first-class power it could not be done without the consent of the Sheikh of Hedjaz or the President of Haiti. Unanimous consent is necessary for everything except a few matters of organization and procedure. And it need hardly be said that unanimous consent to any matter of serious import is impossible.

"It is hard to say whether or not the change is an improvement. The covenant in its original form was a guarantee of perpetual war or fear of war through its enactment that all wars, however small, should be subject to world settlement, or coercion, or participation, and that the whole human race might be plunged into war by a majority vote of a league. The vote must now be unanimous, and it is hardly possible that there should be a unanimous vote on any matter of international concern. The whole league is thus reduced to the level of a debating society. It can exercise no coercion whatsoever so far as the settlement of disputes is concerned. Its power is limited to the enunciation of pious opinions. * * * We are told that after these armament-reduction plans shall have been adopted by the various Governments they 'shall not be exceeded without the concurrence of the council.'

"Let us see how this might work in practice. Let us suppose that America accepts an army limit of 250,000 men, and America, as the league protagonist, could hardly refuse to accept any limitation at all. Let us further suppose that she then finds herself embroiled with some powerful Government or, from any other event, in urgent need of a much larger army. May she raise that larger army? She may not. She may not raise a single additional regiment 'without the concurrence of the council.' She must ask the permission of eight men, all of them foreigners, for leave to increase her army, and she must take no steps to that end without their unanimous consent. And the representative of Japan, for example, would be one of those eight men.

"Now, if there is any other interpretation of these clauses we cannot conceive what it may be. The phraseology is plain. That the acceptance of the recommended limitation is optional is no safeguard whatsoever, since some limitation must be accepted, at least by America. And that limitation, once accepted, must not be exceeded except by the unanimous assent of eight foreigners, no matter how great the crisis, or how deadly the need.

"It is hard to believe that the Senate will accept such a repudiation of sovereignty as this. It is hard to believe that there is any real American who would approve it."

WHEAT IN OKLAHOMA.

"CROP conditions are the best in 25 years, with not an acre abandoned, and the largest acreage ever sown," is the statement of Mr. E. A. Rollins of Pickham, Okla., in a letter to the MANUFACTURERS RECORD.

"Full Speed Ahead" Should Be the Order of the Day in All Building Operations, for "Where There Is No Vision the People Perish."

POPULATION and travel have far outgrown the hotel and housing facilities of the country. So great is the pressure upon the vast hotel facilities of New York that the Hotel Association of that city is warning the people not to come there without having made prior hotel reservations.

But New York is only typical of the conditions prevailing in every part of the United States. The resorts, such as Atlantic City and those of Florida and other places, have for a long time been heavily overcrowded. And not only in New York and in the pleasure and health resorts of the country does this condition prevail. It is found all over the land. Traveling men everywhere are harrassed by the lack of hotel accommodations.

But the shortage in hotels is only typical of the shortage in apartment-houses and boarding-houses and in private dwellings. Wherever one goes in this country the cry is for more dwellings, more apartments. The shortage is a national calamity.

This situation is due in part to the fact that for five years the entire country practically ceased the building of dwellings and hotels and apartments, just as it ceased the expansion of its railroad facilities and as it failed to improve its highways or build new roads. The streets of nearly every town and city were permitted to run down. The highways were largely worn and seriously damaged by traffic beyond their capacity without adequate repairs. Everybody stopped home building, and now that the war is over we are face to face with a condition which must be met by a building activity surpassing anything which the country has ever had in the past in order to safeguard the welfare of the country and provide the housing accommodations essential to our population. There is scarcely a town in the country from which the cry is not heard that the number of dwellings is inadequate to the demand, and from many cities the reports are distressingly serious.

For nearly five years we did not build because of the war. Since the armistice was signed we have not been able, as a nation, to take up the building proposition seriously, largely because of the time which it takes for the architects to prepare their plans and let contracts. The same thing is true as to highways and streets and water-works and sewerage systems and all municipal and public work of this kind. But many people held off because they hoped for lower prices—a vain, delusive hope! They had entirely failed to measure the influence of the world-wide inflation, which necessarily means high prices for foodstuffs, for building materials of all kinds, for wages and for everything which enters into human activities. We have enormously increased the number of dollars in proportion to the quantity of things produced and consumed, and, therefore, measured on this basis prices have enormously advanced. This inflation cannot be curtailed for a good many years without a financial and industrial collapse which would shake the civilization of the world beyond anything that we have known. Here and there temporary fluctuations may be found, but broadly speaking we are in a period of high prices, and are almost certain to see still higher figures for iron and steel and lumber and cement and bricks, and many other things, as well as for much of the foodstuffs.

The effort of those who would break down the price of materials and labor and foodstuffs is fundamentally wrong. There can be no breakdown without chaos, while inflation lasts, and all of the reports about the high cost of living and the high cost of building materials which are put forth in

such a way as to create the impression that these conditions are artificial endanger the welfare of the country, for they create an entirely erroneous impression.

We must necessarily adjust ourselves to higher prices. We shall have still higher freight rates than we now have. The public service corporations of the country will have to charge more than they are now doing, and even those that have advanced their prices will probably have to make other advances. The railroads cannot exist even under private management at present freight rates, as high as these are as compared with other war figures. As soon as the Government takes its hand completely off the industry of the country we shall in all probability see an advance in coal and iron and steel just as we have already seen a perfectly natural advance in anthracite. These advances are inevitable.

It is beyond the power of all the Governments on earth to change within any short period of time the inflation basis on which we are now working. Broadly speaking, we are on a paper basis, and not on a gold basis; and this is true not only as to America, but as to the world. We are measuring the value of things by an entirely different yard stick from that of pre-war times.

Under these conditions any delay in taking up building work, road construction, municipal buildings or Federal buildings, because of the high cost, would be most unwise. We cannot stagnate without taking the toboggan slide to ruin. We must build, and build vigorously and aggressively, hundreds of thousands of dwellings, city hotels and apartment-houses and office buildings. We must throw into the present situation the utmost energy of the nation in construction work, and pre-eminently so in the building and improvement of highways, in municipal work and in the prompt building of dwellings on the farm and in the city to meet the pressing needs of the hour.

A period of construction activity far beyond anything which this country, or any other, has ever known is the great need of the hour, and those who halt because they have not measured the power of the inflation of our currency are making a serious blunder. High wages, high prices for materials, high prices for foodstuffs, high freight and passenger rates are all inevitable, and the wise man is he who, recognizing this situation, goes ahead vigorously with all of his business plans. It is the man of narrow vision who fails to see and understand the present situation.

It is true today as it has always been that "where there is no vision the people perish." There must be a broad vision of the mighty changes that have come about in the world if we would save the people from perishing by reason of lack of construction activities.

MAJOR HEMPHILL RETURNS TO SOUTH CAROLINA.

THE numerous friends of Major Hemphill, for many years editor of the News and Courier, Charleston, will rejoice to know that he is to return to South Carolina and resume his editorial work in the State with which he was so long identified, becoming editor of the Spartanburg Journal. With the rapid development of Spartanburg and all the surrounding territory, and its splendid railroad facilities for the distribution of daily papers, Major Hemphill should have a field of great power, offering wide opportunities for his splendid abilities. The MANUFACTURERS RECORD extends its hearty greetings and best wishes for abundant success.

THE ADVANCE IN COTTON VS. THE ADVANCE IN WHEAT AND CORN.

THE Evening News of Buffalo, N. Y., in replying to some statements made by the MANUFACTURERS RECORD in regard to cotton, says:

"There is no denying that the South does very well with cattle and hogs and corn; but that it would do as well with them as with cotton is a matter of doubt."

The News is not in a position to express an opinion on the subject. It knows nothing whatever about the matter. Cattle and hogs and corn, or general diversified agriculture, can be made to yield a larger profit to the South and gradually to enrich that country, to a greater extent than can cotton, unless cotton be sold at a price worthy of its intrinsic value and of the South's practical monopoly of it.

The News adds:

"Cotton used to sell at 6 cents a pound. In the last two years it has sold at from 20 cents to 35 cents a pound. The planters have simply been coining money, as the bank reports show. Now with the war over they propose to reduce production one-third so that prices will be forced still higher. They would have erased from the public mind all remembrance of cotton at 6 cents. It will be serious indeed if they carry out that program."

Cotton at 6 cents a pound measured approximately the poverty of the grower in comparison with corn at 15 to 20 cents a bushel, and wheat at 49 to 50 cents a bushel, prevailing prices about 1894-6. In 1896 the average price of corn per bushel throughout the United States was 21½ cents, and a very large amount of it was sold in the West at 15 to 20 cents. In some places in the West it was used for fuel. During 1891-95 wheat sold at an average of 61.7 cents for the United States, and it dropped as low as 49.1 cents as the average for 1894.

The wheat growers are now guaranteed \$2.26 a bushel for their wheat, or nearly five times what they received for the wheat crop of 1894. The corn growers of the country, who in 1896 received an average of 21½ cents, are now selling their corn at about \$1.80 per bushel, or nearly nine times the average of 1896.

In corn the increase in percentage of gain is much greater than the gain in cotton. Six-cent cotton meant poverty and bankruptcy to the cotton growers, just as 21½-cent corn meant bankruptcy to the corn growers and 49½ cents meant bankruptcy to the wheat growers.

Some farmers in the South owning large properties are able to raise cotton and sell it at a profit at present prices, but the vast mass of the smaller cotton growers, white and black, cannot raise cotton and sell it at a profit except at higher figures than those which have prevailed on the average during the last fifty years.

The only way in which the South during the last fifty years has been able to sell cotton at the average prices has been by the work of the women and the children of the poorer tenant farmers in the cotton fields. A leading Southern banker said to the writer a few days ago that in one trip he had counted sixty women plowing in the cotton fields. The fact that most of the women plowers in the South are negroes does not in the slightest change the situation that they should not be engaged in that kind of work. There are some farmers in the South who are compelled to keep their children in the cotton fields in order to eke out a scanty existence, and the tendency of the low price of cotton has been to intensify the illiteracy situation, whereas the tendency of the profitable raising of corn and wheat in the West has been to increase the educational facilities of that section.

We repeat, and re-repeat the statement that any man who tries to hold down the price of cotton below a good margin of profit to the grower without the necessity of the work of

the women or the children in the cotton field is doing his best to increase illiteracy and increase the economic slavery, more serious in many respects to the welfare of the country than was the physical slavery of ante-bellum days.

The Evening News of Buffalo, like many other papers discussing the questions pertaining to the South, shows that it knows absolutely nothing of the situation, and is not willing to be as fair to that section as it would be to the North or the West.

In the interest of a broader spirit of nationalization, in the development of broad patriotism which knows no sectional lines, the time has come when the thinkers and the writers of America should recognize the justice of the South's fight in behalf of higher-priced cotton.

A STRIKING CONTRAST.

THE Railroad Administration, controlling properties worth over \$20,000,000,000, and the handling of which bears closely on the prosperity of the entire country, propose to spend \$1,000,000 in advertising for passenger travel. The tea associations of the United States, with a view to increasing the consumption of tea, propose to spend \$2,000,000 in an advertising campaign, and one sugar company is to spend \$2,500,000, so it is reported, to advertise its brands of sugar.

The National Government controlling the railroads with their \$20,000,000,000 of investments prepares to spend \$1,000,000 for advertisement, the tea dealers will go to \$2,000,000 in their advertising campaign, and one sugar company \$2,500,000!

Comment seems hardly necessary, except to say that this situation typifies the unwisdom with which most Government business operations are carried on.

BOLSHEVIST VICTIM WILL ESTABLISH BELGIUM CHOCOLATE FACTORY.

IN a former letter to the MANUFACTURERS RECORD, Mr. D. LeBuck told of the seizure of his factory in Russia by the Bolsheviks and their confiscation of the whole of his capital. This more recent communication, also from Eernegham, Ostend, Belgium, contains a further reference to the depredation of the Bolsheviks, and states that all his goods in Straja-Russa have been sold, but far from being defeated Mr. LeBuck is to establish a factory in Belgium for the manufacture of chocolate. His letter follows:

"I wrote to you a postcard about one month ago to send a proof number of your esteemed journal, of which I received a number of August, 1917, in Straja-Russa, Gouv. Novgorod in Russia. I answered you thence by a postcard, but, owing to the revolution, every kind of correspondence has been stopped in Russia.

"Since then my factory in St. Russa has been confiscated by the Bolshevik Government, and all my goods there have been sold and produce has been distributed to my workmen without any reason for doing so.

"Returned home within the month. I feel obliged to work again, and instead of an oil and soap factory which I intended to join there to my sawmill, I find it profitable to start here a chocolate factory. Enormous lots of this stuff are imported here from France, Switzerland, England, and even from your States. I lately saw brands of the Massachusetts Chocolate Co. from Boston, and also from Rockwood & Co. from New York.

"I remain in the expectation of receiving a number of your paper to sign for a year's subscription, and should be much obliged to you if you could put me into relations with a factory producing the necessary installation of chocolate and accessories, and this for a production of at least 5000 pounds a day.

"In order to save time please put my wish directly into the hands of a couple of these factories, as correspondence is going very slowly.

"I hope you will aim to help our poor Belgium to the fullest extent possible."

PRESIDENT WILSON'S MESSAGE TO CONGRESS

BARRING his request for a repeal of war prohibition, which we think most unfortunate, President Wilson's message to Congress is in nearly all other respects worthy of strong commendation. His appeal for the brewery interests will certainly raise a storm of protest.

His demand for a more complete and thorough harmony between employers and employes must meet with approval among all thinking people who realize that, despite the radicalism of many labor leaders and labor unions, a new world has been born in which labor in its broadest sense, labor as represented on the farm and in the factory, in the pulpit and in the schoolroom, in the office and elsewhere, must have a higher recognition than in the past.

The question is how to bring about this more harmonious relation to the benefit of the individual laborer and of society at large. To this question President Wilson very wisely invites the attention of Congress. And in connection therewith he urges that every effort should be made to speed the employment of the returning soldiers and to carry out the plans of the Department of the Interior for opening up larger agricultural opportunities for the soldiers who desire to get back to the farm.

It is gratifying that President Wilson recognizes the evils of the present income tax and urges that there should be a readjustment in such a way as not to discourage production. The business interests of the country should be unshackled. Income taxation is probably with us for all time to come, but it is important that the system should be simplified and so adjusted as not to institute a too greivous burden on the taxpayers. Every business interest is harried by the burdens and regulations of income taxation. Elimination of some of this heavy taxation and the simplification of the methods would unshackle trade and enable our business interests to move forward.

We cannot agree with President Wilson's view on "the free entry into the United States of the raw materials needed to supplement and enrich our own abundant supplies." As we have "abundant supplies," we believe that America should depend upon itself and utilize these supplies in order that the producer of the raw materials may have just as full a degree of protection as the manufacturer of the finished product. It is exceedingly interesting in this connection, however, to note President Wilson's strong endorsement of a tariff which would enable America to protect itself against discrimination by other nations. He says "our tariff laws as they now stand provide no weapon of retaliation in case other Governments should enact legislation unequal in its bearing to our products as compared with the products of other countries." In effect this is a far stronger commendation of a protective tariff than we had ever expected to see advocated by Mr. Wilson. It admits the danger of other countries passing tariffs against us, and it asks that Congress shall provide the means which would enable us to protect ourselves. In this very point we have from President Wilson an unanswerable argument in favor of a protective tariff system. President Wilson also takes strong ground in favor of protecting the dye industry and related chemicals. He points out what the MANUFACTURERS RECORD claimed for many years before the war and during the war "that in some cases too great reliance on foreign supply is dangerous, and that in determining certain parts of our tariff policy domestic conditions must be borne in mind which are political as well as economic."

For many years the MANUFACTURERS RECORD urged that we should make ourselves independent of foreign countries by the development at home of the great industries essential in war as in peace. President Wilson has now joined in hearty approval of that policy and calls upon Congress to pass the necessary legislation.

In deciding that the railroads and telegraph and telephone

lines must be returned to their owners, he shows that he has accepted the lesson that has been taught by Government control and realizes the necessity of placing these great enterprises under the management of private ownership. So far as the railroads were concerned, it was a necessary one, considering their condition, at the beginning of the war and the determination of the people of the country, led by the Interstate Commerce Commission, not to permit an increase in freight and passenger rates. It is necessary in carrying out the President's determination to return these enterprises to individual ownership that the country must come to a full recognition of the fact that high rates are essential to the very life of the roads.

We regret that President Wilson has asked for a repeal of the war prohibition of beer and wine. The moral forces of this country are against the whole liquor traffic, and we wish that President Wilson might have been the spokesman for these moral forces in stating with exceeding clearness the importance of continuing prohibition in order to safeguard the nation from the curse of the liquor interests.

SOUTHERN PORTS ACTIVE IN TRADE EXPANSION.

RECOGNITION of the rapid development being made by many Southern ports is not confined to this section, but such recognition is becoming fairly general in the North and West.

Throughout the Mississippi Valley there is a widespread movement in favor of making the greatest possible use of the Gulf ports, inasmuch as they are the natural foreign trade outlets for the entire Central West section, and the Mississippi River offers a convenient and economical means of transportation. This attitude was strikingly exemplified in the resolutions adopted at the recent business convention of the Chamber of Commerce of the United States, held in St. Louis.

The ports of the Southeast are known to be unusually active. The following extracts from an article by a correspondent in the Philadelphia Public Ledger show that the important character of these port developments is becoming understood throughout the country:

"At a place called Port Wentworth, some miles up the Savannah River from Savannah, the Oxnards have built one of the finest and best-equipped refineries in America. It cost some millions of dollars. There are wharves and docks and a fine artesian water plant. The railroad, to get the freight of the establishment, has built spur tracks to the refinery. Ships from Cuba bring raw sugar to Port Wentworth. The railroad takes the refined sugar and distributes it throughout the Southeastern States.

"The Oxnards used to devote their attention to beet sugar. Now they treat both cane and beet.

"A visitor at Mr. Oxnard's office asked why he had established a refinery there.

"'Because,' Mr. Oxnard replied as he unfolded a map, 'it makes it possible for us to sell sugar one-eighth of a cent a pound cheaper in this territory than any of our competitors.'

"When he said 'this territory' he motioned with his indexfinger to indicate a group of Southeastern States with an aggregate population of about 8,000,000.

"Savannah never would have had the Oxnards and the scores of other large enterprises that have developed along the Savannah River in the last few years if the commercial bodies of the city and Imbrie & Co., of New York, who have interests at Port Wentworth, had not gone after them and pointed out the advantages Savannah had to offer.

"Savannah used to be a somnolent Southern seaport. Now it is a hustling, bustling city.

"The same is true of Mobile and Charleston and Brunswick.

"New Orleans throbs with energy today. It is reaching out for commerce to all quarters of the globe.

"Baltimore has visions of a big future. It is not content with the vision, but it is proceeding to make the vision real. It is even coming to Philadelphia in an effort to get some Philadelphia concerns to move to Baltimore."

THE "OWN YOUR OWN HOME" CAMPAIGN AND HOW TO MAKE IT SUCCEED.

THROUGHOUT the entire country there is a widespread movement to own your own home. Men of all classes are being urged to buy or build their own homes, and especially is emphasis being laid upon the importance of building your own home and building it immediately. The movement is a wise one. Too much emphasis cannot be laid upon the desirability from every point of view of people owning their own homes.

Home owning means character building, thrift, patriotism.

It is not possible for the renter on farm or in city to have the same feeling for rented property as he would for his own home.

The outright ownership of a home, even though years may be required to pay for it, is a stimulant in character building. It is as good for the wife and children as it is for the head of the house.

It is well, therefore, that there should be an intense educational campaign throughout the entire country in the interest of home ownership. But a very large proportion of people of ordinary means cannot build their own homes. Some of them lack the initiative, some lack the ability to finance, and some hesitate to assume the responsibility of debt, not knowing just what the dwelling may cost before it is finished. It is essentially important, therefore, that in every community, large or small, business men should take the leadership in the organization of plans for building dwellings and selling them under the building association, or some similar plan, on long time and easy terms.

There is probably no other city in America in which this work has been more fully developed than Baltimore. During the first ten years after the great fire of 1904, more than 30,000 dwellings were built in Baltimore, a very large proportion of them being two-story houses, thoroughly modern in every respect, and yet sold at a cost which enabled men of moderate incomes to buy these dwellings through building associations. Building operations of this kind have been carried out in Baltimore on a very large scale for many years. Builders purchase a piece of ground, and through the co-operation of banks, if financial help is needed, they erect by the wholesale, dozens, and sometimes hundreds of dwellings, most of which are sold before they are completed. One builder has now started on a campaign to erect 2400 houses at a total cost of about \$9,000,000. The builders even arrange the details of financing them through the building associations, and thus save the buyers from all annoying, petty details. Every effort is made to simplify the purchase of homes in order that the prospective buyers may have just as little difficulty as possible.

Of the 30,000 dwellings erected in the ten years already mentioned probably 95 per cent. were built for sale by land companies or builders who make a business of doing this work. It is a very rare thing in Baltimore for an individual to plan and build his own home unless it is a house of the more pretentious kind.

The large builders and land companies have worked out the endless details of construction through the purchase of materials in large lots, and of equipping the houses with conveniences which the builder of an individual house might not think of unless he were putting up a costly residence. It is well worth bearing in mind in this connection that for many years Baltimore has had a law requiring that a bathroom and modern sanitary conveniences should be put into every dwelling erected in this city, it matters not how small or inexpensive it may be. A similar law should be passed in every community where there is a sewerage system, not only for the protection of health, but for the tremendous comfort that a bathroom affords to the women and children.

In Baltimore no house for white or black can be constructed without these bathroom facilities. Any community large enough to have water and sewerage systems will make a great mistake if it does not adopt and enforce a similar regulation. Indeed, it would be wise in communities of this kind if a law should be passed compelling the building of a bathroom in every existing house where it is at all possible to do so. Cleanliness, which it has been well said, is next to Godliness, means much for the morals and the health of the individual and the community.

In the great national campaign under way for home owning, there is a large moral responsibility resting upon the leaders in every community to establish building associations and to inaugurate the facilities by which these associations or institutions working on similar lines can be made to serve the individual home owner by enabling him to secure a dwelling built at the least cost possible with ample time, running anywhere from eight to ten years, in which to pay for it. The prosperity of a community cannot be more greatly advanced than by work of this character, and this prosperity means not merely in material things, but in a broader life of home-owning people as compared with communities where the lack of these opportunities has made it impossible for the very poor, or the people of even moderate means, to secure a thoroughly modern, comfortable home.

In this connection we are giving some facts in regard to the work of the building associations as operated in Baltimore, where hundreds of them are great factors in developing thrift and in enabling tens of thousands of people to purchase homes.

WHEN WILL THE FULL TREATY BE MADE PUBLIC?

MR. ALVEY A. ADEE, Second Assistant Secretary of the Department of State, in reply to a request of the MANUFACTURERS RECORD for a copy of the full text of the Treaty of Peace and the League of Nations, writes:

"Replying to your letter of May 13, 1919, regarding the publication of the full text of the Peace Treaty, the Department will be glad to supply you with a copy when it is made public."

It is understood that the Peace Treaty, including the League of Nations program, has been in the possession of the Department of State for some little time, but the public has not yet had the opportunity of studying it in detail.

We are glad to have the assurance of the State Department that the MANUFACTURERS RECORD will be supplied with a copy when it is made public, but in the meantime are the American people to be forced to form an opinion on the Peace Treaty and the League of Nations without having a full copy for examination and investigation? The summary that has been sent to America is reported to have been made by a young American journalist now in Paris, but in the light of the tremendous issues at stake is it not vital that every man in America should have the opportunity of seeing the full Peace Treaty before reaching a final decision for or against it?

OIL MILL MEN TO HOLD CONVENTION.

AT Atlanta, on June 4-6, the Oil-Mill Superintendents' Association will hold its eighth convention and its fourth machinery exhibit. Prospects now point to the largest number of exhibitors in the history of the organization. About 500 active superintendents and managers of cotton-oil mills and peanut-oil mills, and other interests allied with these will be in attendance. The exhibits will be placed in the Auditorium Armory.

The Interstate Oil-Mill Superintendents' Association is composed of members from all over the cotton States east of the Mississippi River and some west of it. S. A. Pardee is secretary and treasurer, P. O. Box 1271, Atlanta, Ga.

President Wilson's Worst Enemies Are Some of His Unwise Friends

Garson Brothers.

Shreveport, La., April 15.

Editor Manufacturers Record:

I am in receipt of your letter of March 29, also marked copy of MANUFACTURERS RECORD of April 3, containing my letter on the League of Nations and your comments thereon, in which you propound several questions to which I presume you expect an answer.

Before I reply to these questions, however, I wish to reply to your personal letter. If there was anything in the wording or phraseology of my letter that could be construed in the nature of a slur, you are the only one who has so construed it. My letter, word for word and paragraph for paragraph, was published in the local papers here, and freely commented on, and the only criticism I heard was that it was too mild; that the article it referred to justified the use of stronger and more pronounced denunciation. I admitted, as you will see by a reference to the beginning of my letter, that your attitude on this all-important matter was possibly the result of a clarity of vision not possessed by the ordinary individual. I merely stated certain doubts to which your attitude had given rise in the minds of a great many of your readers.

Now as to the questions propounded by you. You ask why did not the Hague Convention make war impossible. Without going into details, anyone at all familiar with the treaty terms of the Hague Convention and the conditions attached thereto would not have to ask that question.

The reason is obvious to anyone familiar with conditions as then existing and conditions as they exist at the present time. I cannot go into exhaustive details; besides all these questions have already been answered by abler men than myself. Had the treaty terms of the Hague Convention been framed as it is proposed to frame the treaty terms of the League of Nations, and the number of signatories had been greater, Germany would not have dared to break faith with it.

You say President Wilson warned us to be neutral in thought at the time of the greatest immorality in the world's history. This, I think, is again unfair to President Wilson. For some time after the commencement of hostilities in 1914 no one in this country believed that the Germans were guilty of the gross immoralities with which they were accused. In deference to the thousands of German citizens and citizens of German descent who, we had every reason to believe, were loyal to the land of their adoption, it was right and proper to caution our people to do nothing to arouse racial feeling and create internal discord. Surely not even his bitterest enemies can deny his statesmanlike wisdom in issuing this word of caution. When he said there must be peace in Europe without victory, that there must be no humiliation in this peace, the full measure of German depravity and duplicity and the monstrous character of her purpose had not been made manifest, and there was still hopes of a settlement by arbitration. You say he opposed preparedness. I flatly question that statement. President Wilson and his advisors had inaugurated a plan of preparation for war long before the public knew anything about it. It would have been unwise to have thrown the country into a state of excitement by premature exposure of plans for mobilization of troops and transportation of naval and military equipment, but it is a well-known fact that the naval and military forces of the country were being made ready for any emergency long before the declaration of war. Naval and military officers of the highest rank, enjoying the confidence of the War Department, were sent to Europe incognito to study the situation and confer with the Allied leaders as to the best methods of co-operation. This also demonstrated the wisdom of President Wilson and his advisers.

Quoting your word, you say: "Unhesitatingly the MANUFACTURERS RECORD takes the ground that the League of Nations, as now proposed, would be a creator of wars, instead of prevention." It would take up too much time to go into a detailed refutation of this statement, and as I have previously said in reference to another statement, it has been refuted by so many abler men than myself, and the reasons adduced, and its absurdity exposed, that I deem a reply by me unnecessary. I would respectfully refer you to the reply of President Lowell of Harvard University, to Henry Cabot Lodge, in their joint debate on March 19 at Symphony Hall, Boston, Mass., also to an address delivered

before the Economic Club of New York on March 11 by ex-President William H. Taft in reply to Senator Knox.

As further proof, if such was necessary, of the correctness of my position in this matter when I claimed that an overwhelming proportion of the American people were in favor of the League of Nations, I call your attention to the Literary Digest of April 6—its first-page article. Testimony of that character, as I have stated before, coming from such sources is infinitely more conclusive than any barefaced statement uncorroborated by facts.

In conclusion, I wish to reiterate my regret at the stand taken by the MANUFACTURERS RECORD. President Wilson is not perfect. If he had not made some mistakes in this the greatest crisis in all history he would be more than human; he would be a superman.

Harassed by intriguing foreign enemies, and what was still harder to bear, the unjust and unfair criticism of his political enemies, he stood a heroic figure amid the conflict and turmoil of that critical period just before our entry into the war, upheld and sustained by his faith in the American people, and that Supreme Power that guides and controls the destiny of nations.

It is frequently the penalty attached to individual greatness to have the shafts of envy and jealousy hurled at them by lesser minds, but from the truly great, as in the case of President Wilson, these shafts rebound and only help to demonstrate their true greatness.

J. W. GARSON.

Mr. Garson's inability to see straight on some questions is indicated in his statement that for some time after the beginning of hostilities "no one in this country believed that the Germans were guilty of the gross immoralities of which they were accused. In deference to the thousands of German citizens and citizens of German descent who, we had every reason to believe, were loyal to the land of their adoption, it was right and proper to caution our people to do nothing to arouse racial feeling and do nothing to create internal discord."

In this Mr. Garson makes a statement which might have silted the feelings of any rank pro-German, but it is a statement which is without the shadow of a foundation of accuracy. Germany's national immorality was shown to the world the very moment it began the war when it violated its pledge and marched into Belgium. That was national immorality known to the whole world. The unspeakable crimes committed by the German army were known within a few weeks in all their fullness and villainess to every intelligent American. Indeed, Mr. Garson's suggestions that President Wilson did not know as to German atrocities, and that it was "deference to thousands of German citizens" that caused him not to act is an insult, even if not so intended, to President Wilson's intelligence.

Mr. Garson is equally incorrect in the statement that the full measure of German depravity and duplicity and the monstrous character of her purpose had not been made manifest at the time when the President said there must be peace without victory. That statement was made long after the villainess of Germany's national and individual immorality were fully known, long after England and France had given millions of their best beloved to stay the onrush of barbarism, and no intelligent man on earth could for one moment think of arbitration in the settlement of such crimes. Every man of ordinary intelligence then knew that it must be a fight to the death. Any settlement by arbitration or peace without victory would have placed a premium upon immorality, individually and nationally.

Mr. Garson questions the accuracy of the statement that Mr. Wilson opposed preparedness. If he will turn to President Wilson's speech before Congress on the subject in 1914 he will find that the President not only opposed preparedness, but ridiculed those who sought to arouse the nation to the need of preparedness, insisting that we needed not to make any preparation.

Mr. Garson probably overlooks the fact that while the Lus-

tania was sunk in May, 1915, Mr. Wilson's speech, in which he said there must be peace without victory, was delivered long after that, and that on January 27, 1917, when the fullness of Germany's crimes in this country—the blowing up of munition factories, the sinking of our ships, the widespread spy activities—were officially known to the Government, President Wilson sent a cable congratulating Kaiser Wilhelm on his birthday, and yet for nearly two years the bones of murdered women and children sunk on the Lusitania had been whitening the depths of the ocean's bottom!

We have not for one moment suggested that any man is infallible, and we have referred to the mistakes made by President Wilson only to show that his advocacy of the proposed League of Nations is not in itself an absolute and conclusive reason for believing in any divine wisdom in the organization of that league. There is no more reason to believe that Mr. Wilson is infallible in this case than he was in some of the other instances which we have mentioned. These mistakes are mentioned not to reflect on President Wilson, but to show that there is no more reason why we should fail to question the League of Nations than there was to question any other position which he took, from the time when he told America to be neutral in thought.

The fact mentioned by Mr. Garson that very many American papers favor the League of Nations does not in the slightest affect the views of the MANUFACTURERS RECORD. In 1896 nearly every paper in the South, daily and weekly, so far as we can remember, was in favor of free silver at sixteen to one. That fact did not in the slightest prove that Mr. Bryan's theory was correct. The MANUFACTURERS RECORD stood out almost alone among Southern papers in opposition to that wild and visionary proposition.

It is the misfortune of President Wilson that a good many of his adherents, like Mr. Garson, prove to be among his worst enemies, for his real friends are those who would help to show Mr. Wilson the error of some of his positions.

The fact that the proposed covenant of the League of Nations has been radically changed is in itself proof of the wisdom of the criticisms.

Mr. Garson, apparently not realizing the limitations of newspaper space, which in our case often compels the holding of important articles for many weeks before they can be printed, wrote under date of May 11 a rather caustic letter of criticism. His letter is as follows:

"I am enclosing stamps to the amount of 15 cents for a copy of the MANUFACTURERS RECORD of April 17. If that is not the exact date of issue, it was the issue of that week.

"In your criticism of my letter on the League of Nations to your magazine you requested me to answer several questions propounded by you. I did so, but you didn't have the courtesy to publish my answers. I do not deny your right to refrain from publishing matter that does not coincide with your views or your policy. But as you claim to be absolutely fair and impartial, you should accord those who differ with you the courtesy of a hearing from the readers of your magazine. It is unfair to propound a series of questions on any subject and then decline to publish the reply. I have no desire to enter into a controversy with the MANUFACTURERS RECORD. And as far as I am concerned the matter is ended, but the attitude of your magazine in this matter has lost the good-will of thousands of prominent men in this section."

The spirit shown in this letter of Mr. Garson is somewhat indicative of that of many people who are not willing to see any other side of the case than their own. However strong may be the views of the MANUFACTURERS RECORD against the wisdom of the League of Nations, we shall endeavor to be fair to all sides, not to lose our temper, and to believe that the other man is at least honest in his convictions.

Mr. Garson thinks that our attitude has caused the loss of the good will of thousands of men in his section. We have not found it that way, but, on the contrary, that there are thousands of men in the South who agree with the MANUFACTURERS RECORD fully, even though some of them do not feel

quite mentally free enough to come out and express their views. But whether our readers agreed with our position or not, honest convictions would compel us to express our opinion in regard to the danger of the League of Nations in exactly the same way. We fought for preparedness, and fought against neutrality in thought, at a time when the public very largely did not think in the same way, although the time came when tens of thousands of readers throughout America voiced their sentiments in favor of the position the MANUFACTURERS RECORD had taken on these great issues.

THE COST TO THE SOUTH OF A FALSE ECONOMIC POLICY.

THE Ocala, Fla., Banner, in undertaking to reply to some recent statements in the MANUFACTURERS RECORD about the value of a protective tariff to this country, in which reference was made to the Confederacy, gives as a reason for the failure of the Confederacy that "the South was outnumbered ten to one."

If the Banner intended to say that the population of the North was ten times as great as the South it was far from the facts. If it intended to say that the number of Northern soldiers was ten times greater than the Southern it was likewise equally far away from the facts. In round numbers the South had a population of 10,000,000, and the rest of the country 20,000,000. The South had 6,000,000 whites and 4,000,000 slaves, but the slaves were producers of foodstuffs, and, therefore, necessarily counted in the population in making war.

The fact that the South was without great industries and without shipbuilding facilities except to a very limited extent tremendously handicapped that section in the Civil War. The South had the natural advantages for manufacturing far in excess of those of any other section, but under a false economic system it had concentrated its energies and its capital upon cotton raising with slave labor, while the East, with fewer natural advantages, turned its attention to industrial development, and thereby enormously expanded its wealth and power. The cotton and slavery industry of the South was based on a false moral and economic foundation, and the Southern men who led the South into the worship of cotton growing with slave labor led it to its own doom.

With limitless resources for industrial development, the South continued to buy slaves with which to raise cotton, and the Southern planter continued to buy more land in order to raise more cotton with more slaves, and in doing so based his entire business operations upon a moral and economic fallacy. Had the South been wisely led its people would have seen the tremendous mistake they were making; they would have utilized their enormous natural advantages for the development of manufactures and diversified agriculture, and today the South would be the center of the wealth and industrial power of America.

The viciously false system to which the South committed itself brought overwhelming disaster and poverty to the South, while the North, with more limited advantages, using exactly the same protective tariff powers which were available to the South, grew enormously wealthy through a vast industrial development. This is not a party issue in any sense whatever, nor is it a party question. It is wholly an economic question as it has been through the past. Southern leadership was disastrous in tying the South to cotton and slavery. It was disastrous in the Free Silver campaign of 16 to 1, and it would be disastrous today if the South followed the leadership of those who would continue to chain this section to a free trade policy.

The arguments of the Ocala Banner on the whole question are about as fallacious as is the statement that "The South was outnumbered ten to one."

THE SITUATION AS VIEWED BY SENATOR SHERMAN.

United States Senate.

Washington, D. C., May 19.

Editor *Manufacturers Record*:

If the League had been in force during the Revolutionary War, and France and England members of such a League, the French could not have come to the help of our forefathers in achieving our independence. The Shantung allotment of 40,000,000 Chinese and their territory to Japan by the Peace Conference will be sanctified in perpetuity.

If China tries to regain it by arms we would be bound to draft our men and spend our money to confirm the injustice. It closes the door on any hope of revolution against arbitrary power. Governments are transitory. A just government this generation may be an insufferable suppression the next one. We covenant to support a government, if a member of the League, however vicious and tyrannical it may be.

Your editorial, "If," is a very strong presentation of the evils which might result. I will offer a resolution the first day of the session, if the order of business permits, separating the League and the treaty, unless some one on the Foreign Relations Committee wishes to do so. If Senator Lodge were to offer it, I think it would probably have more influence with the general public, but if it is not done by some one else, I will.

I think it is manifestly unfair to link the two together so that the peace treaty, which in the main is favored by not only the Senate, but by the general public, may have an opportunity to be voted on according to its merits. It is a case of log-rolling. By interlocking the treaty with the League it is hoped to pull the latter through.

Another feature that I have been considering is that while the state of war exists it will be argued that, under the undefined war powers, as well as those delegated to the President by Congress, the authority to adopt the League is much greater than it would be when we are at peace. In the latter status of the Government we are bound by constitutional limitations, whereas it is supposed during war times the President, as Commander-in-Chief of the Army and Navy, possesses vast military powers which enable him to do many things he could not do in peace.

I suspect among some of the administration leaders this is of some consequence in their deliberations, although I have not seen it discussed publicly.

Such a method of imposing the League upon us savors of revolution or military dictatorship.

L. Y. SHERMAN.

CEMENT PRODUCTION LAST YEAR SMALLEST IN NINE YEARS—BROUGHT HIGHEST PRICE SINCE 1898.

FINAL statistics of shipments, production and stocks of cement in the United States have been issued by the Geological Survey and show a marked decrease, due to restriction of war's influence on business, from the output of 1917 and the lowest since 1909. The decrease in shipments and in production was general. It covered every State and commercial district, and ranged from 8 to 40 per cent. Producers' reports show that about 54 per cent. of the capacity of the cement-manufacturing plants of the country was utilized last year. The total number of producing plants in 1918 was 114, and the total number of plants that shipped cement was 115. In January the *MANUFACTURERS RECORD* published a brief preliminary report on cement production, which is about 1 per cent. higher than the final figures, as given in the following:

The shipments of Portland cement in 1918 amounted to 70,915,508 barrels, valued at \$113,153,513, compared with 90,703,474 barrels, valued at \$122,775,088, in 1917, a decrease in quantity of 21.8 per cent. and in value of 7.8 per cent. The production in 1918 was 71,081,663 barrels, compared with 92,814,202 barrels in 1917, a decrease of 23.4 per cent. The stocks at the mills increased from 10,353,838 barrels in 1917 to 10,453,950 barrels in 1918, or 1 per cent.

The average factory price per barrel for the whole country was \$1.596 in 1918, compared with \$1.354 in 1917, an increase of 24.2 cents, or 17.9 per cent.

The combined production of natural and puzzolan cements in 1918 was 432,966 barrels, valued at \$401,341, compared with 639,456 barrels, valued at \$435,370 in 1917, a decrease in quantity of 32.3 per cent. and in value of 7.8 per cent.

The production of Portland cement in the South in 1918 amounted to 13,229,341 barrels, a decrease as compared with its 1917 output of 3,638,077 barrels, or 21 per cent. Last year's Portland cement shipments from Southern plants were 13,054,073 barrels, a decrease of 3,638,077 barrels, or 21 per cent., compared with 1917, while the stocks at the mills increased by 218,492, or over 17 per cent., during that period.

The following is a tabulation of comparisons in Portland cement production, shipments and stocks in the Southern States in 1918 and 1917 and total for the United States:

PORTLAND CEMENT PRODUCTION, SHIPMENTS AND STOCKS.		1918.	1917.
		Barrels.	Barrels.
Maryland, Virginia and West Virginia:			
Production	.....	2,281,629	3,122,936
Shipments	.....	2,308,193	3,109,068
Stocks	.....	268,384	395,948
Tennessee, Alabama and Georgia:			
Production	.....	2,990,734	3,676,354
Shipments	.....	3,092,425	3,686,359
Stocks	.....	118,968	229,582
Missouri:			
Production	.....	4,738,596	5,882,240
Shipments	.....	4,515,085	5,809,988
Stocks	.....	676,552	404,624
Oklahoma:			
Production	.....	1,246,515	1,772,466
Shipments	.....	1,218,841	1,736,761
Stocks	.....	89,188	70,708
Texas:			
Production	.....	1,971,867	2,436,398
Shipments	.....	1,918,919	2,358,944
Stocks	.....	289,779	222,537
Total for Nine Southern States:			
Production	.....	13,229,341	16,890,394
Shipments	.....	13,054,073	16,682,150
Stocks	.....	1,442,891	1,224,399
Total for United States:			
Production	.....	71,081,663	92,814,202
Shipments	.....	70,915,508	90,703,474
Stocks	.....	10,453,950	10,353,838

Pennsylvania, of all the States, is the largest producer. In 1918 its output of Portland cement reached over 31 per cent. of the production of the whole country, over 31 per cent. of the total shipments and over 27 per cent. of the stock on hand at the mills of the entire country. Nevertheless, last year Pennsylvania produced 5,123,937 barrels less cement than in 1917, shipped 5,470,753 barrels less and had 385,222 barrels more on hand at mills than in 1917.

DON'T BE TOO VIGOROUS, BRETHREN.

I HAVE just had a publication to the effect that the President favors the community church, not over two churches in a town of 2500. For the President, in his capacity as a President, I have high respect. But I know plenty of country Baptist deacons who know a great deal more about religion than he does. It would be very well, indeed, if the President would not embarrass himself and other people by dipping into religion, where the President of the United States does not function at all. We have come to a time for plain speech."—Rev. J. B. Gambrell, President of the Southern Baptist Convention.

Dr. Gambrell is one of the great religious leaders of the South, but he is so bitterly, and justly so, opposed to the National Government interfering with religious activities that he is rather emphatic in his language, and he throws, perhaps erroneously, upon the President the onus of the blunders made by officials of the War Department in the handling of religious work in the army. But who would ever have expected to hear the brethren thus berate the President, and especially such a leading Southern, Democratic religious teacher as Dr. Gambrell? There is no doubt of the fact that the Doctor did deal in some "plain speech."

FLORIDA'S CENTENNIAL OPPORTUNITY.

It is proposed in Florida to celebrate in 1921 the acquisition of that State by the United States. The plan contemplated is for a world exposition. The importance of Florida to the United States as one of the nation's great assets is worthy of a fitting commemoration, equal in importance to a world exposition, but we are afraid that a world exposition is an undertaking of such vast magnitude that it is too ambitious to be carried through within the brief time between the present and 1921.

It would seem, therefore, that Florida must either postpone this exposition for a year or two, or else undertake some celebration less vast in its magnitude than would be a real world exposition. We are inclined to feel that there should not be a postponement, but that there should be some form of celebration or exposition in 1921 worthy in its scope and importance of that great event in American history.

It would not be possible within two years to provide hotel facilities adequate for a world's fair. Indeed, we believe that if the entire hotel facilities of Florida could be doubled within the next 12 or 18 months they would even then scarcely be adequate to the regular tourist travel, which by that time will be seeking to spend the winter or a portion of it in Florida. Many people are kept away from Florida by the knowledge that the hotel facilities are not equal to the regular tourist business. During the last few winters every good hotel in the State, so far as we have been able to learn, was overcrowded, and had to turn away many guests. The first great movement in Florida, therefore, should be a vigorous and aggressive work for bringing in an era of hotel building, even if there was no plan for a centennial celebration.

If, instead of calling its celebration a world exposition, Florida would adopt the term of "Florida Centennial Exposition," it would, we feel sure, make a wise move. The name would be less ambitious, but it would be ambitious enough to meet the situation, and the result could be made great enough to be worthy of the occasion.

It is difficult to speak in moderate terms about Florida. It is well-nigh impossible to exaggerate the possibilities of that State. Marvelously endowed by nature, as it has been, with a winter climate unmatched by any other part of America, with proximity to the East and Central West, with great resources of many kinds, Florida is unquestionably destined to be one of the richest and most thickly-settled sections of America outside of the great congested districts of the East and portions of the West.

Florida will be to this country what California has been to the Pacific Coast. Moreover, it will be the winter home of hundreds of thousands of people from other sections, including the great rich and people of moderate means. Florida is not, as some have supposed, merely the winter playground of the idle rich. It is the winter workshop of many people from other sections who spend their winters there because they can work harder and live longer in that climate than they could in the North and West. Many business men, seeking to escape the bitter cold of the North and the West, are establishing winter homes in Florida and handling their business from there with almost as much facility as they could do if at home. Indeed, many of them find that the freedom from the strain of cold weather and the freedom from the petty details connected with all office work enable them to think with greater clearness and to work out their problems to better advantage than when tied down to the routine of their offices or their factories.

For this reason, and because of the ever-increasing throngs that will crowd that State, there will come more and more a recognition of the fact that Florida is one of the nation's most remarkable, and destined to be one of its most profitable, assets. It is fitting, therefore, that its centennial as a part of the

United States should be celebrated in a manner worthy of the State, and worthy of the nation. Florida has a right to claim the enthusiastic co-operation in such a celebration not only of the Federal Government, but of the business men of the whole country.

But Florida will need, before it launches such an undertaking, to make absolutely certain the building of many hotels and a great increase in its railroad facilities or the facilities for getting people into and out of the State. During the winter months, even now, railroads are largely overcrowded. With an adequate centennial celebration carried out on a very broad scale and involving the expenditure by the State and the Federal Government of some millions of dollars, a very great increase in the facilities for handling travel will be needed, but the time is short in which the work is to be done, and not a moment should be lost in planning for the undertaking and preparing for all of the details necessary to insure its success.

PUBLIC REGULATION BUT NO GOVERNMENT OWNERSHIP, SAYS REA AS TO RAILROADS.

In discussing the question of how to rehabilitate the railroads before the recent convention of the Chamber of Commerce of the United States, held at St. Louis, President Samuel Rea of the Pennsylvania Railroad made the following pithy comment:

"I suggest that the first step in the program of having the roads produce an adequate return upon the investment should be taken by the Government itself, which now has control of the railroads. There is no justification in throwing the railroad deficiencies on the backs of the taxpayers through a Congressional appropriation, and if the Government itself, in the control of the properties, has not sufficient courage to deal with the rate situation as it has dealt with wages and material costs, then from what source can we expect the requisite courage to deal with this great business and financial question? While wages and material costs are high, that adjustment of the rate structure to existing conditions should be the first constructive step in railroad financial rehabilitation, and constitute a necessary preparation for the return of the railroads to their owners after appropriate legislation. The railroads of most countries face huge rate increases compared with the ante-war period, and our necessary increases being smaller than theirs will not place our industries at any disadvantage compared with those of other war-burdened countries. That the United States Railroad Administration and Congress had determined to deal equitably with one of the largest investments, and probably the greatest consumer of supplies and one of the greatest employers of labor, would invoke widespread confidence in our war reconstruction plans.

"Politics and business have not mixed so far in any country, and even in the countries under autocratic institutions, government guarantees or direct government ownership have not brought initiative, low rates or anything to commend them to us here. That is why the railway executives held fast to the essentials requisite to continue public regulation and make it effective."

"LEST WE FORGET."

TOWNSEND SCOTT & SON,
Bankers and Brokers.

Baltimore, Md., May 19.

Editor Manufacturers Record:

We have your copy of May 15. The first page is certainly very opportune, and we want to congratulate you.

We certainly feel that it would be a great thing at this time if all the newspapers of the country would take this up and also publish the Kaiser's, Von Tirpitz's, Von Hindenburg's, Ludendorff's, etc., intentions and what they were going to do to the rest of the world if they succeeded.

In these times, when there is so much sentimental bosh going around, and the fact of the Huns causing delay after delay in writing notes (which certainly, to our minds, should have no attention whatever), it would be well to let the public know just exactly where the rest of the world would have stood if these inhuman and barbarian Huns had succeeded in their hellish intentions.

TOWNSEND SCOTT.

MISTAKE OF THE NATIONAL ASSOCIATION OF MANUFACTURERS IN DISTRIBUTING SOCIALISTIC LITERATURE.

Baltimore, Md., May 15.
The President National Association of Manufacturers,
30 Church St., New York, N. Y.:

Dear Sir—I am in receipt of a pamphlet entitled "The Socialists," and stamped on the cover page is the following:

"Distributed by the National Association of Manufacturers, 30 Church street, New York."

While there are a number of interesting things in this pamphlet, there are two or three statements to which I wish to call your attention and ask as to whether they voice the sentiment of the National Association of Manufacturers. If not, what, then, is the explanation of the distribution by your association of this pamphlet? On page 34 I find this statement:

"Break down as far as practicable every artificial economic barrier between nations, so that there shall be the fullest possible trade and intercourse."

This evidently is intended to suggest that there should be no protective tariff in this or in any other country, but that all so-called artificial economic barriers or tariffs should be done away with. Will you kindly advise me as to whether this is in harmony with the views of your association?

On page 31 I find the following statement:

"Strengthen the American Federation of Labor and unionize all labor as far as practicable."

Is this the view of your association?

On page 32 we are informed that "the social revolution is at hand," and Christ is referred to as "the Great Socialist."

There are a good many statements throughout the book that are even more worthy of criticism than these. The pamphlet is written in enthusiastic commendation of socialism. And among the things which it is stated the Socialists are doing, and apparently with hearty commendation of the pamphlet, are the following:

"Sunday-schools, in which the young children are instructed in the principles of socialism. * * *

"The subtle instruction of children in the public schools by socialistic teachers."

If this pamphlet is sent out by your organization, according to the statement which appears on the cover page, you are practically endorsing the doctrines taught in it, and to the extent of your influence are commending the teachings of the diabolical and rotten scheme covered by the statement:

"The subtle instruction of children in public schools by socialistic teachers."

Will you kindly advise me on the points which I have mentioned, and also as to what extent the National Association of Manufacturers is sending out this pamphlet?

Very truly yours,

RICHARD H. EDMONDS,
Editor.

The reply of President Mason is as follows:

National Association of Manufacturers,
Pittsburgh, Pa., May 19.

Editor Manufacturers Record:

I am in receipt of your interesting letter of the 15th in relation to the pamphlet, "The Socialists."

In response, let me say most emphatically that the association does not approve or commend the statements contained therein. It was distributed simply and solely to call attention to the dangerous statement of conditions from the socialistic standpoint and to the more dangerous and vicious remedies proposed to meet those conditions. I entirely agree with you that the principles enunciated therein are "diabolical and rotten," and that should be apparent to any sane-minded reader.

Very truly yours,

STEPHEN C. MASON,
President.

While Mr. Mason states the case very strongly against the pamphlet, we can but feel that a grave blunder was committed in sending it out under the name of the National Association of Manufacturers without a word of comment or explanation. Every man who received a copy of this pamphlet with the statement stamped on the cover page—

"Distributed by the

National Association of Manufacturers,
30 Church Street, New York."

would necessarily feel that it had the endorsement of that association. We are amazed that the National Association of Manufacturers distributed this pamphlet unless at the same

time it sent with it a statement showing the dangerous trend of its teaching.

PROTECTION NECESSARY TO SAFEGUARD AND PERPETUATE AMERICAN DYESTUFF INDUSTRY.

IN the May 1 issue of the MANUFACTURERS RECORD a symposium was published containing articles from authorities on the American dyestuff industry, covering the development of these undertakings, emphasizing their fundamental relationship to the industrial life of the nation, and pointing out legislation and other requirements necessary to safeguard and protect these industries from foreign interference. The facts presented have attracted widespread attention not only among our readers, but also among those who have had directly to do with plans for safeguarding these industries, and who realize the need of thoroughly acquainting American business men and the general public with the basic importance of our dyestuff activities.

A number of letters were received commenting upon the importance of these facts as presented in our May 1 issue, among these being letters from the Alien Property Custodian's office and from Joseph H. Choate, Jr., general counsel of the Chemical Foundation. These letters follow:

Alien Property Custodian,
Washington, D. C., May 9.

Editor Manufacturers Record:

The Alien Property Custodian asks me to thank you for your generous and practical interest in the plans of the Chemical Foundation. Your symposium on "Shall the American Dye Industry Be Allowed to Die?" is one of the most effective and engrossing that I have seen. We are certainly glad to have your co-operation in the safeguarding of this fundamentally important American industry.

W. F. KEOHAN,
for the Alien Property Custodian.
Evarts, Choate & Sherman,
60 Wall Street, New York, N. Y., May 5.

Editor Manufacturers Record:

I am much obliged for yours of May 2 and for the copy of your publication, which I have looked at with the greatest interest. I think you are doing a valuable public service, and hope you will continue your efforts to interest the public in the matter.

J. H. CHOATE, JR.

Out of all the industrial developments taking place during the war period there were, perhaps, none that ranked in importance with the American dyestuff industries which this country had an opportunity to develop, and it is said that this achievement represents our greatest industrial victory of the war. We have achieved this victory through the ability, aggressiveness and faith of our chemists and financiers, and we should see to it that every safeguard is thrown around our infant dye-making industry so that it can become firmly established and thus forever free this country from dependence upon the foreign supplies and remove it from the domination of German dye-making firms, which was the condition prior to the war. The only way to do this is to follow the recommendations put forth by the Alien Property Custodian, the Chemical Foundation and those associated with the industry, all of whom know so well the protection necessary to insure its future permanence.

Mississippi's Largest Wheat Acreage Promises Big Crop.

Jackson, Miss., May 19—[Special.]—Mississippi's wheat crop, the largest in years, is doing splendidly and excellent harvests are expected. A total yield of half a million bushels or more is predicted, and the greater part of this grain will be converted into flour by small mills, many of which were established in the State during the war period.

Farmers who have gone back to growing wheat are pleased with the results, and while there are no indications of its becoming an important commercial crop in the State, it is expected to be grown in increasingly large amounts for home consumption. The grain is already popular for winter pasturage.

[Columbia (S. C.) State.]

PUT ASIDE POLITICS—SAYS R. H. EDMONDS.**South May Make Her Own Great Future—Universal Inflation.**

High prices for products and high wages for labor are to continue for a long time is the opinion of R. H. Edmonds, editor of the MANUFACTURERS RECORD, and one of the leading authorities in industrial matters in this country. He thinks that the man who wants to build a house and is putting it off for lower prices is making a serious mistake and is waiting for a day which may never come. He thinks that the curse of the South is petty politics, and that the petty politician should be thrown into the dump heap, and the people give their thoughts to industrial, educational and religious development.

When asked what he thought of the industrial future of the South, he said:

"The South has largely made politics its business. The North and the West have made business their politics. We in the South largely concentrate our thought, our activities upon politics, local, State and National. We are interested in who is going to be the sheriff, or governor, or senator than we are in who is going to do some creative work in developing our vast resources. In the North and West, on the other hand, business and creative and constructive work are the supreme issues and politics are considered mainly in their point of relation to business development. If for the next five years the South would give to highway improvement, to municipal betterments, to construction of better housing facilities for its people and the utilization of its natural resources as much attention as it now gives to petty politics, in industrial and agricultural advancement and its increase in wealth would be amazingly great. There is no other equal area in the world that can match in natural advantages for the creation of wealth the Southern States.

"This is freely admitted by the ablest experts in the world. At different times I have published the testimony of the foremost scientists in America, and the great leaders in chemistry and industrial work of all kinds that the natural advantages of this section are far beyond those of any other known area in the world.

"It is true that we have made considerable progress in the development of these resources, but we have not accomplished one-fourth as much as was in our power to do. If we fail in the future to develop our wealth more rapidly than other sections we will be compelled unwillingly to have to admit that we have lacked the energy or business ability of people of other sections. I am satisfied that we have the ability and energy to match any other part of America, but that we hamper ourselves and destroy our ability by constantly thinking in terms of politics, as though politics were the sum and substance of all human activities.

"I seriously doubt whether there is any other country in the world which devotes so large a proportion of its thinking and talk to politics. Very much of the political activity in the South is a curse to the individual man and to the South itself. The man who can do the most to take the thought of the South off of the politics of the cross-road store kind and concentrate the attention of the people upon the building and maintaining better schools, and churches, and better highways in patching up and painting every dilapidated house, will do the most for the material, educational and religious advancement of all the people.

"I am a firm believer in the enormous expansion of business of the entire country. I believe we shall soon enter upon the greatest period of greatest prosperity ever known in the country. I feel equally certain that the so-called high prices of today will continue for a good many years. The high prices of materials, of farm products and of wages are largely due to the tremendous world-wide inflation of currency and credit. So long as the inflation lasts, and it must continue for a good many years, we must have a continuance of high cost of living and high wages.

"Men who are holding off from building operations in the hope of lower cost of construction work are operating upon a false basis. The safety of the nation for full employment of people makes it imperative that the entire country should understand that high prices of today are almost wholly a result of inflation of currency and credit."

New Banking Proposition Suggested in Texas to Finance Cotton.

Austin, Tex., May 17—[Special.]—A plan has been evolved whereby the principles of the Federal reserve system may be applied to the financing of the cotton crop in Texas, thereby bringing untold relief to the banks and the cotton buyers and exporters of the State, but more especially to the banks.

As matters stand now the banks are strained every year to care for the cotton crop, and more especially is this true when there is any disposition upon the part of producers, merchants and buyers to hold the crop for possible price developments. In fact, the banks are at times hard put to it to get by within the legal requirements as to putting only a certain percentage of their money into any one enterprise.

The proposition as advanced has two angles; one of these is to have the State extend its credit in backing the plan, to begin with, and once inaugurated it can be made, as the reserve bank plan has, a self-financing proposition. The other angle is to have private capital undertake it under a charter to be granted by the State, which will be sufficiently broad to enable the corporation to function properly.

In all likelihood, the latter plan is the one which will be adopted if the Legislature can be made to see that it will be helpful to the interests of the State.

Working capital will not be required as such. The occasion for credit is to afford protection to the obligations assumed by the corporation, and the capital may, therefore, be invested in whole in liquid securities which will yield such return as to provide for the operating expenses. Liberty bonds, for instance, which may be always available for realizing quickly should there be occasion, and which will at all times yield such return as will enable the corporation to pay its whole expense and thus be able to devote its earnings to the building up of a surplus and a proper dividend to its stockholders.

The plan is, briefly, to secure a charter under the terms of which the corporation may accept time bills drawn upon it and deal in bankers' and trade bills in the open market. With a capitalization of \$5,000,000, \$25,000,000 in bills could be kept at all times, and during the "peak load" of the cotton movement there would be no danger in expanding this to \$50,000,000, the short-time bills to be discounted not more than 1 per cent. and those for a longer time not more than 2 per cent., and at that figure they would yield a very handsome return.

It is declared by experienced bankers that the plan is workable, or, at least, that it can be made workable. And among those who are interested in the matter and who have given it approval are the officials of the Federal Reserve Bank of Dallas.

With such a plan in operation, the banks would be relieved of the necessity of straining their credit to the amount stated, that is, \$50,000,000, and that would be a tremendous relief and give them ample opportunity in which to care for their other customers. For Texas has now a need for every dollar of banking capital with a production of \$1,250,000,000 of petroleum, bare cattle ranges (due to the long drouth) and the development of the many enterprises which are crying for cash.

The function of the proposed corporation would be to lend credit and not real money, and that would thus further relieve the banks, the merchants, the exporters and the buyers, who require cash in their transactions to a great extent, and who use credit merely to get the cash.

Certainly the corporation would have to have ample security for all the bills drawn, but this is a matter of banking detail, and no greater security would be required than the banks now impose as a precedent to issuing their credit bills. The bills would be drawn against the actual cotton in warehouses, compresses, gins and at the docks. There would be always a bale of cotton for each bill; the insurance would be carefully looked after, and, as a matter of importance, there would be better warehouse facilities afforded, and no cotton exposed to the weather for weeks and months would be carried as a risk.

With headquarters of such a corporation established in Houston, there could be branches at the principal cotton ports—Galveston, New Orleans, Savannah, Charleston, Liverpool, Bremen and other points where the "stuff finally finds a market, and the Texas interest could thus be made to follow the Texas product to its final stages.

In the Dark as to Treaty of Peace

NO DETAILS YET AVAILABLE AS TO EXACT TERMS.

[Special Correspondence Manufacturers Record.]

Washington, D. C., May 20.

The return of Senators to Washington, which has enabled them to get together and discuss the remarkable condition of affairs existing in connection with the proposed Peace Treaty, reveals the fact that opposition to the League of Nations pact is far more general than the public has been led to believe. Predictions are freely made that the entire treaty will be subject to amendment, even if the League of Nations covenant is first removed from it.

The present intention of the opposition Senators is to separate the League Covenant from the treaty proper. If this fails, as it probably will, amendment of the treaty itself will be proposed. This means that the League Constitution, while still in the treaty, would be the subject of amendment. The fight, in any case, will be centered on Article X, by which the United States guarantees the territorial integrity of the British Empire and of all other countries.

There is intense dissatisfaction with the settlement of the Chinese question as proposed in the treaty. Feeling on this point is even more pronounced than in connection with the Fiume matter, the understanding being that with the latter there is more politics being played than with any other issue.

There has been persistent misrepresentation of the attitude of many Senators. Men who are being paraded in the public press as supporters of the League have never authorized such cataloguing. For instance, Senators Underwood and Bankhead of Alabama declare that they cannot tell how they will vote until they have the actual treaty before them.

"I am in favor of any league that will prevent war," said Senator Smith of South Carolina, in an exclusive statement to your correspondent. "War is a relic of barbarism. But that does not mean that I am necessarily in favor of this particular pact. I never vote with my eyes shut. Until I have had an opportunity to examine the treaty in its official form and have been able to study it from end to end, I do not know how I shall vote. If the League promises to prevent war, I shall be for it, but I shall have to be convinced that it has better than an even chance of doing what it claims to do."

That is the attitude of many Senators, most of whom have been put down as favorable to the League without authority. It is one thing to be in favor of preventing war and it is another thing to be in favor of one particular suggested method of doing so.

Senators are particularly bitter on account of the cavalier fashion in which they have been treated in regard to information relative to the treaty. All they know is what they have seen in the newspapers. It is true that Mr. White, the Republican delegate on the peace delegation, has kept Senator Lodge fairly well advised, but wholly unofficially. In fact, it is stated Senator Lodge secured some of his most valuable information from Lord Reading. The latter talked at length with Senator Lodge before returning to London, his particular object being to acquaint the British Government with the concessions it would be expected to make in case the Senate succeeded in amending the proposed treaty.

There is noted a movement among Senators to demand that the President present them with first-hand information and with the text of the treaty. This text would have been given out in France on Monday had not the President prevented. The fact is that authentic parts of the treaty have been published in Germany, where the public is well informed, while the people of the associated governments are being kept in a state of dense ignorance. This has not softened the feeling in Washington that the President is in spirit evading the terms of the Constitution by refusing to take the Senate into his confidence. One result of this situation may be open discussion of the treaty when it finally does come before the Senate.

With multiplying signs of the opponents of the League gathering strength, it is intimated in Administration circles that the President will himself take the stamp on his return and attempt to force Senators into line by mere weight of public opinion. On the other hand, opposition Senators aver that they would like

nothing better than a national debate on the question from coast to coast. They aver that rejection of the League would be an absolute certainty if the public were fully informed as to the true consequences to follow its ratification.

Resentment is felt also over the provision that the peace treaty shall be effective, as to the signers, when three of the principal Allies have endorsed it. The effect would be to open Germany for the commercial exploitation of the Allies signing, which would put America at a tremendous trade disadvantage were she to delay ratification. But the opposition Senators aver that they will permit no question of dollars and cents to drive them into acquiescence in a scheme contemplating the alienation of American sovereignty. If it was worth billions to make the world safe for democracy, they say, certainly it is worth a few millions to keep democracy safe in America.

Intimations are constantly being put out to the effect that Senators are misinformed and that they will be in favor of the treaty, League and all, when once they understand its terms and have the full text before them. The only answer Senators make to this is that all they have to go on is the unofficial news from Paris, and unless official summaries of the treaty are mendacious there are certain principles at issue which no language in the text can conceal. The fight is over realities, not over words.

The best opinion in Washington today is that the treaty cannot be ratified without amendment. But none of the leaders in opposition underestimate the enormous power of the President, and few will venture a definite opinion of what will happen in the Senate until the President has returned and presented his side of the case to the country.

Will Americans Be Refused All Claims Against Germany? We Hope Not.

Washington, D. C., May 20.—[Special.]—Advices reaching Washington from Paris are to the effect that the President has refused to allow any claims against Germany on behalf of Americans to be presented. The amount involved is approximately \$800,000,000.

When America entered the war there were on file with the State Department claims of American citizens against Germany amounting to millions of dollars. These claims were added to in the sum of tens of millions of dollars after we entered the war.

In March of this year the State Department sent out blank forms to all claimants urging that they make specific and new statements of claims, also giving reasons to show why they were diplomatic in character. It was stated that the object was to arrive at a fairly accurate estimate of the total losses to which American citizens had illegally been subjected.

The result was approximately \$800,000,000, and the American delegation in Paris was notified accordingly. But dispatches arriving from Paris now state that the President pointed out that all America was asking for was the German ships seized in this country when we entered the war, for which payment would be made to the owners, and that he would not permit the claims aggregating \$800,000,000 to be presented.

These dispatches may be inaccurate, as so much of the semi-official information from Paris is. But if it is accurate, American claimants want to know where they are going to get their money. It is not likely that they can get it from the Alien Property Custodian, since he is merely a trustee holding property for the alien owners.

The Cotton Movement.

In his report of May 16 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 289 days of the season was 9,900,566 bales, a decrease under the same period last year of 1,210,271 bales. The exports were 4,222,856 bales, an increase of 656,379 bales. The takings were, by Northern spinners, 1,667,172 bales, a decrease of 950,824 bales; by Southern spinners, 3,216,230 bales, a decrease of 450,364 bales.

Legislation Needed to Safeguard Industries and Make Possible Any Reduction in Income Taxes.

Washington, May 20—[Special.]—Members of both Houses of Congress are fairly swamped with letters from their constituents, demanding the enactment of reconstruction legislation and the repeal of the most obnoxious of the war levies. The complaint comes from all quarters that domestic affairs have been neglected for months, and the Republican majority is urged to make up for lost time and produce the business legislation which has so apparently been needed, and for so long.

The chief program mapped out by the Republican leaders is as follows:

- Prompt enactment of the supply bills.
- Repeal of the consumption taxes.
- Soldier settlement legislation.
- Return of the wires, probably on July 31.
- Adoption of the suffrage amendment.
- Water-power legislation.
- Formulation of a national shipping policy.

Establishment of the budget system and inauguration of rigid economy in public expenditures.

Tariff and revenue legislation.

This is a comprehensive program, which it will require months to put through in its entirety.

In regard to revenue legislation, there is considerable difference of opinion among Republicans. The demand from business is almost universal, but in view of the virtual certainty that the President would veto a protective tariff measure, it is felt by some of the leaders that it would be a waste of time to pass the bill. But it is pointed out that if the infant industries created during the war have to wait until 1921 for the relief which they were promised and to which they are plainly entitled, there will be nothing left but corpses.

It is notorious, for instance, that German dye experts are emigrating to other countries, particularly Norway and Sweden, where they expect to carry on their old business and recover their control of the world markets. If they are given two full years in which to exploit the American market, they may be too strong for any competition that can be aroused against them.

The best opinion, therefore, in Republican ranks, and even in Democratic ranks, is that some sort of modified protective tariff measure will have to be put on the statute books, and with it more exacting anti-dumping legislation. Moreover, it is expected that the President can be brought to accept some legislation of this sort.

With America virtually shut out of the British market by the embargo system which is certain to remain in effect there until September 1, and from the British Colonies under the system of Imperial Preference which is to go into vogue September 1, and the great growth in protection sentiment in Great Britain, France and all the European countries, it seems assured that Congress cannot fail to take some precautionary measures for the protection of American business.

It is estimated that in spite of the most rigid economy the annual cost of Government hereafter will be at least \$4,000,000,000 a year. Fear is expressed that the cost may run as high as \$5,000,000,000. Unless, therefore, something is done to increase the yield from the custom houses, heavy excess profits and income taxes will be the rule for years to come.

Bars Down for Importation of Potash.

As bearing on the Administration's failure to co-operate effectively in the effort to build up a domestic potash industry, the following order of the War Trade Board is of much interest:

"The War Trade Board announces that on and after July 1, 1919, nitrate of soda and nitrate of potash will be permitted to be imported into the United States without restriction under a general import license when coming from countries with which general trade is authorized.

"Importers are advised that any shipments of nitrate of soda or nitrate of potash which arrive prior to July 1, 1919, will not be released for entry until such date, except under individual import licenses as now required, and that such licenses will be issued only in accordance with the present rules and regulations governing the importation of these commodities."

Railroad Brotherhoods Planning Big Campaign to Control Railroad Legislation.

Washington, May 20—[Special.]—The prompt settlement of the railroad question is likely to be interfered with by the activity of Glenn E. Plumb, attorney for the Big Four Railroad Brotherhood and the ten brotherhoods associated with the American Federation of Labor.

Mr. Plumb has opened publicity offices in the Munsey Building, and has before him a plan for conducting a national propaganda through lecture in every town and village of the country, along the lines followed in working up sentiment for prohibition. Mr. Plumb insists that the railroad problem "is a political problem pure and simple and demands a political solution." His idea is to make it the paramount issue in the next Presidential campaign.

The Plumb plan is a Government-ownership plan.

Judge Gary Makes Reassuring Statements at Mobile.

Mobile, Ala., May 17—[Special.]—Judge Elbert H. Gary, chairman and chief executive officer of the United States Steel Corporation, last week was a visitor to Mobile. He made an inspection of the Chickasaw Shipbuilding Co.'s plant here. Incidentally his address at a citizens' banquet permanently set at rest certain irresponsible rumors that Chickasaw would be closed. Judge Gary didn't say that Chickasaw would devote its energies to shipbuilding; in fact, he intimated almost anything might be done with Chickasaw. In cautiously worded phrases Judge Gary said that as a business man he could not say too much, could not commit himself too far. The steel magnate added, however, that if he were a Mobilian he would tell the people that the men "behind the enterprise (Chickasaw) are business men first of all; they have a great investment at Chickasaw and they are going to manage it as to make it an enterprise of the utmost return on the capital invested."

Judge Gary ventured a further remark that the corporation he represents "has a little money left."

His address was interpreted here to mean that while no one can tell just what Chickasaw will be, that it will be something worth while.

Judge Gary didn't promise that Mobile is to be a port of export for the United States Steel Corporation's Birmingham products. He did say that the Corporation was influenced in selecting Mobile for its Chickasaw plant after all ports of the country were investigated "because of its (Mobile's) advantages as a port of export."

The Judge has every faith in the future prosperity of the nation. He said the keynote of the next decade will be confidence, for we must believe that this nation is the most resourceful, the most progressive and the smartest of all other nations. He sees the greatest prosperity within the next 10 years that the United States has ever enjoyed.

Judge Gary was accompanied here by James A. Farrell, president of the United States Steel Corporation; Henry Clay Frick, New York; Percival Roberts, Jr., Philadelphia; George Fisher Baker, New York, financiers and members of the finance committee of the Corporation, and George Gordon Crawford, president of the Tennessee Coal, Iron & Railroad Co., and Chickasaw Shipbuilding Co., and others of more or less prominence in the business world.

Foreign Trade Bank to Open in June.

The French-American Banking Corporation, recently incorporated, has leased the ground floor at 65 William street, corner of Cedar street, New York City, and will open for business about June 1. The lease extends for a period of years. The corporation is an alliance of the National Bank of Commerce in New York, the First National Bank of Boston and the Comptoir National d'Escompte de Paris, formed to foster trade between France and the United States. It is capitalized at \$2,000,000, with a surplus of \$500,000, all paid in. The officers are Maurice Silvester, president; Roger P. Kavanagh, vice-president and treasurer; John E. Rovensky, vice-president; F. Abbot Goodhue, vice-president; Thomas E. Green, secretary.

Significance of the Trend of New Orleans Cotton Convention

"A NEW EPOCH HAS DAWNED IN THE COTTON WORLD."

By W. W. MORRISON of New Orleans.

In attempting to estimate the significance of the general trend of the Cotton Convention held in New Orleans this week, it will perhaps be well to review in the beginning the "American Cotton Association" and the "Export Corporation," the instruments that the convention created to carry out its plans.

The "American Cotton Association" was organized to improve the economic conditions all the way, under which cotton moves, from the field to the factory. It is equipped with an officer in chief and various committees to adequately carry out its functions. It does not propose to interfere with individual initiative. It does not propose to fix prices. It does aim to continue to impress upon the cotton-producing interest the importance of keeping the supply, as nearly as practicable, on a parity with a normal demand, and to devise means for holding the surplus off of the market so as not to interfere with this normal parity in such a way as would injure the producer. It also aims to provide means for taking care of the surplus so that it will not deteriorate while being carried pending a normal readjustment of demand to supply. It will aim, among other things, to get dependable information regarding crops and business conditions for the benefit of growers and the cotton trade, and to correct and improve both banking and shipping facilities. Broadly speaking, its activities will be largely regulated by developments, being curtailed or extended as occasion may require.

The "Export Corporation" is an organization whose activities are definitely defined by its charter. It has an authorized capital of \$100,000,000, to be paid in installments. It is authorized to begin business when \$20,000,000 is paid in. Stocks must be restricted to residents of the South, and the shares will be \$50 each. It is strictly a business organization, and it is contemplated that it shall return dividends to its stockholders in such amounts as will justify the investment. Its primary object is to benefit the producers by starting up and expanding the cotton markets of the world. This will be done in various ways which are definitely provided for in this charter, one of which will be in the near future to lend financial aid in rehabilitating the spinning industry, particularly that of the Old World.

These plans vastly concern the world. What is the outlook for their success? The convention was a thoroughly representative body. There is no doubt about that. In character and business standing it was of the best in the South. Many of its members were men of undoubted force and distinctive achievement. It was obviously informed and directed by a sane enthusiasm and its position on every public question was in keeping with the highest standards of American patriotism. This was conspicuously shown in the resolution passed concerning the movement of cotton to Germany before the peace treaty was signed. There were marked differences of opinion. Debates were often sharp and there were some wholly impracticable plans proposed, but these were, in every instance, voted down, and the convention by large majorities held steadily to what was practical throughout all of its sessions. For instance, there was a move to interlock in some degree the functions of the two organizations. This was promptly killed. It would obviously have impaired the efficiency of both. Then there was an effort made to empower the "Export Corporation" to buy and sell cotton for its own account. This would clearly have impaired its financial standing, and consequently its usefulness, and this was also promptly killed by a big majority.

It seems reasonable that these things augur well for the success or, at least, they indicate that the plans of the convention will succeed to such an extent as to fully justify the meeting. Now, the "American Cotton Association" is of the same character as other organizations that have proven to be of the greatest value to those whose interest they were organized to promote. Hence, it is not entirely an experiment, and to that extent we are justified in expecting it to succeed. There are no precedents by which we can measure the prospects of success of the "Export Corporation." It is a new venture, and to that extent its success is more problematical than its sister organization. The obvious

willingness of the South to lend its aid and its undoubted ability to finance the undertaking, and to do more if necessary, can in reason be assumed as making greatly for its success.

On the whole, the outlook, the writer feels, warrants the statement that an adequate appraisal of the convention must recognize that it was the final stage in an evolution through whose processes primacy in the cotton affairs of the world has been, during the last ten years, gradually but surely passing to the South. In every other convention of the kind, certainly every one the writer recalls, the dominant purpose has been to provide financial aid, under one plan or another, to assist the producer in protecting himself from what was generally termed at that time the organized and aggressive attacks of the spinners. This position was completely reversed in the meeting of this week; for in the last analysis, the "Export Corporation" meant nothing more than the cotton producers were organizing their resources to give aid to probably half of the spinners in the world.

That the spinning industry of the Old World needs financial assistance, and that this assistance is absolutely necessary to make an adequate market for cotton, is evident. The willingness of the cotton producers to extend this aid was made just as evident by the proceedings of the convention. That the South has ample resources to lend this aid is shown by the deposits in Southern banks and the vast wealth returned from Southern farms, only one-fifth of which, it should be remembered, is contributed by cotton. It is also shown by the manner in which the producers have carried the crops of cotton during recent years under the most trying conditions, particularly during the war. It is evident to every student informed in regard to conditions in the South that if it had not been for the resistance the producers were able to interpose, not one year, but every year during the war, this Southern country would have been overtaken by a series of disasters that would have crippled its future for very many years to come, and probably for generations.

This indicated ability and the evident readiness of the cotton producers to come to the rescue of a large section of the spinning industry easily makes this reversal of position one of the epochal features of the convention, and perhaps one of the most notable happenings in the economic life of the Southern people for very many years. Thus the convention served to establish in the public mind, as perhaps nothing else could have done, a fact of the greatest significance; that is, that the South's resources were not only adequate to carrying the cotton crops, but adequate also to lending financial assistance in rehabilitating the spinning industry wherever it has been ruined by the war. The effect of this upon the general attitude of the world towards cotton and the cotton-producing interest and its effect upon the South is bound to be far-reaching and wholly constructive, whether the plans of the convention succeed or not.

The writer does not wish to convey the impression that all the members of the convention believed that the producers were now able to take care of their cotton without financial assistance. The fact is, some plans were proposed to give the farmers financial aid, and they were strenuously supported by speeches that denounced his oppressors with the same eloquence that made such speeches conspicuous in other conventions. It was notable, however, that every speech wound up with emphasizing how the producer had triumphantly held his cotton against every assault of his oppressors. It was obvious, at least to the writer, that these conspicuous contradictions as to conditions in the same speeches were due to the psychological effect of ancient habit rather than to anything in the conditions which surround the producers today. While this was to have been expected, these contradictions no less made the speeches, at least in their psychology, a most interesting study.

There was a time, it is true, when the producer needed help. The most logical interpretation of the events recorded in this article shows that he needs it no longer. Continuously presenting

him in the light of being in distress and calling for help, as some still persist in doing, is most harmful. It obviously continues and emphasizes the fight necessary to maintain his independence. Its psychological effect is unquestionably bad, and very bad at that. So it is most gratifying to record that the great majority of the members of the convention were sympathetic with this newer view. It was clear that they had gotten away from the old view and were differentiating very clearly between what was a need for actual financial help and a need for a general and continuous improvement in the methods of producing and marketing the cotton crops and in sustaining and broadening the world's market for the raw product. This is, it at least seems reasonable to assume, the most logical interpretation of the ultimate meaning of the two organizations that the convention equipped and set in motion.

The writer feels this to be a fair estimate of the personnel of the convention, a fair summary of its work and the most logical interpretation of the significance of its general trend. It was a conspicuous sign that a new epoch had dawned. The very fact that only one-fifth of the South's wealth now comes from the cotton crop denotes that, whether the plans of the convention ultimately succeed or fail, the South will still be supreme in the cotton affairs of the world.

New Orleans, La., May 17.

80,000 Acres of Cotton Land Under Cultivation in Arizona With Modern Machinery Equipment.

The advent of the Goodyear Tire & Rubber Co. in the Salt River Valley of Arizona as cotton growers on a large scale was the turning-point in the success of the cotton culture in that valley. The pouring out of great sums of money in land and equipment by an industrial concern of the caliber of that company convinced prospective cotton growers everywhere that they could profitably embark in cotton growing in this locality. The increase from an acreage of 6000 in 1916 to 80,000 in 1918 throughout the valley portrays the confidence reposed by the valley's cotton growers in the business judgment of the officials of the Goodyear company.

The basis of the entire cotton development in the Salt River Valley is artificial irrigation. Water is obtained, in part, by a system of deep wells. The pumps in these are operated with electric power secured from the power station of the Roosevelt Dam, 75 miles distant. Without irrigation the valley would continue to be a hopeless desert. The absence of any rain from April to November makes irrigation in some degree absolutely imperative.

The company's cotton project, known as the Southwest Cotton Co., is divided into two main plantations, known as the "Goodyear" and "Litchfield" ranches, the former located near Chandler, 30 miles southeast of Phoenix, and the other 25 miles northwest, near Avondale. Each plantation is divided into units approximating 5000 acres each.

By continual experimentation it was found that cotton grown from Sak seed in the Salt River Valley was the best for tire fabric purposes. Accordingly, the company has established a great 28,000-acre plantation there which during the past year produced 9000 bales. During the present year a far larger quantity is expected.

Fourteen caterpillar tractors and \$150,000 worth of agricultural implements are used in preparing the ground, cultivating the crop and harvesting. Eleven hundred mules are used the year around in clearing desert land, hauling and plowing. Forty automobiles serve as conveyances for the overseers to inspect their units and enable them to transact their intra-plantation business with dispatch.

The gigantic project calls for the pushing back of miles and miles of desert front which for centuries have defied the agricultural arts of men, rooting out thousands of mammoth mesquite bushes and giant cacti and transforming a forbidden haven of rattlesnakes and gila monsters into one of the garden spots of the earth, where the finest, longest and strongest fiber cotton obtainable is being grown for use in Goodyear products.

Without cotton there would be no such thing as a pneumatic automobile tire, for cotton really forms its basis. The tire builder makes up the "carcase" on a mold by building layer upon layer of fabric, woven from the finest grades of cotton that can be grown. No other material has been found for tire construction combining its strength and economy. So the production of tires is in a measure dependent upon the production of cotton.

In the manufacture of its tire fabric Goodyear uses the highest possible grade of cotton, considering the quality of the fabric of the utmost importance. The cotton fiber selected is fine, strong and of long, even staple. Short fibers are of no value, and are removed with seed and dirt during the process of manufacture.

The main offices of the company are located in Phoenix, occupying what was once a magnificent ranch home, now made over into a modern office building.

World Reserve Bank System Suggested.

A world system of Federal reserve banks to do away with economic pressure such as leads to modern wars was the plea made by John J. Arnold, vice-president of the First National Bank of Chicago, in a talk before the opening session of the Missouri Bankers' Association at St. Louis, according to the *Globe-Democrat* of that city, which quotes him thus:

"We today can call President Wilson blessed because he brought into being the system of Federal reserve banks which took away from New York the domination of the financial world. Previously to the establishment of the banks, no one could start any big financial enterprise without the sanction of the big bankers in Wall Street.

"The Federal reserve banks have forever taken away from any locality the ability to control the financial affairs of the county. All sections of the country will function on an equal basis through the Federal Reserve Board at Washington, D. C.

"Why isn't it possible to inaugurate in a similar manner a world system of reserve banks? The Bank of England and the Bank of France could still control their national financial affairs, but through the establishment of a world board of government on financial matters we would have co-operation instead of antagonism." * * *

"Americans want America to dominate in world finance and England wants England to be supreme there. Already there is a consolidation of financial strength for the struggle to come. The saddest thing that could happen would be any difference between England and the United States, but unless we bring about a co-operation of financial interests we will soon see more clashing of economic forces which will bring about results not pleasant to contemplate."

Mr. Arnold announced at the beginning of his speech that he was a British subject, but had become an American citizen 23 years ago, and that he was an "internationalist" in the sense that he did not believe in the doctrine, "My country, right or wrong."

Food Price Advance Greater Abroad Than Here.

Americans have suffered less from increase in the high cost of living than any of the Allies, according to a comparison of advances of commodity prices from the year 1913 to September, 1918, when the highest peak was reached in the United States. T. S. Holden, investigator for the Division of Public Works and Construction Development, United States Department of Labor, finds that while the rise in the United States was 107 per cent. over the average of the year 1913, Canada's highest price level was 115 per cent., and that of the United Kingdom 133 per cent., while in France in the month of May the increase was 235 per cent. Mr. Holden says:

"Not only do the countries near the scene of actual warfare show greater rises in the price level, but it is also true that in these countries the prices began to rise at an earlier date than they did in the United States.

"The general rise in commodity prices was accompanied in all these countries by a considerable increase in the amount of money in circulation and in the amount of bank deposits. In this country the average amount of money in circulation per capita in the year 1913 was \$34.65. This increased to \$56.23, the figure for December 1, 1918, an increase of 62 per cent. There has been a slight decrease since that time, the figure for March 1 being \$53.76, which is 55 per cent. above the 1913 figure. During the same time bank deposits in the United States have increased almost threefold. In European countries during the war period bank deposits more than doubled."

Secretary Redfield on Power to Destroy Business by Unwise Purchasing

DANGER OF GOVERNMENT CONTROL CREATING AN AUTOCRACY OF BUYING POWER.

By HON. WILLIAM C. REDFIELD, Secretary of Commerce.*

Practically the conditions of today as you face them at your desks are such that when you look for a declining market, you face one which is, to say the least, strong and shows in places tendencies to advance. The dollar, whether it be that of a corporation or of a laborer, will not buy what it once would and shows no rapid drift toward resuming its former purchasing power. Conditions that we have heretofore accepted as a matter of course are changed about. We are accustomed to think of American industrial prices as higher than those abroad, but in many respects this is not now true. Recent quotations in pig-iron in France are much more than 50 per cent. higher than those in the United States, and those in Great Britain show a current advance of 40 per cent. above American prices. The French, English and American branches of the same concern for a like purpose. We have talked about the relative cost of running ships only to find that today the wages on English ships approximate our own. The whole atmosphere is new and full of novel facts and unexpected conditions.

Nevertheless the tendency of business in this country seems to be toward activity. The surpluseage of labor is being steadily absorbed, and a hopeful feeling pervades commercial and industrial circles. If one may judge from statements in both the trade and daily press, the current seems to run toward fairly stabilized prices on substantially the present levels.

America has learned many lessons from the great war. She has, for example, found that cheapness and economy are not always identical, as for instance when we did not create a dyestuff industry of our own because it was cheaper to buy the German product, or did not develop our own supplies of potash because the German product could be for a time bought for less.

There is such a thing, you see, as looking too closely at the figures on an immediate order and not considering sufficiently what will happen to the orders that are to follow in the coming days. Definite danger may exist, nay has existed, in depending for essential supplies on foreign sources. The recent illuminating address of Mr. Francis P. Garvan, Alien Property Custodian, before the National Cotton Manufacturers' Association shows this clearly. There is a phase not sufficiently weighed which may be called the tendency to buying. What conditions do the purchases one is making tend to produce? Are they encouraging or discouraging the development of that which when developed will be best for the industry and for the country? Was it safe not to have an American dyestuff industry? Was it prudent not to have an American optical glass industry, or an industry for the making of chemical porcelain? Is it wise not to have a linen industry today? Is it sensible not to develop our own resources of manganese, potash, chrome, etc., but to continue dependent upon foreign sources for them. Our American swamps are full of fibers that are known to be useful. We have tried them in the Bureau of Standards and found them satisfactory. Is it wholly wise still to look to Mexico for sisal, to the Philippines for hemp, to Asia for ramie, to India for jute, while making no material effort to either find or use what we have at home that will serve a like purpose?

I sometimes think of buying power as a force which can be used constructively, is commonly used with regard confined wholly to the immediate transaction, and which may be used destructively. Would not a great industry do well to use its purchasing power to develop new sources of supply, either looking to the increase of production of the articles it needs or to the development of satisfactory substitutes, or to making the certainty and security of its supply sure beyond doubt? Is it not possible to so extend the science of buying that it shall become a promotive force?

Consider for a moment the value or the reverse as a public

*Extracts from address of Secretary Redfield before the Purchasing Agents' Association, New York, May 20.

servant of the so-called close buyer. I have met him myself many a time as a traveling salesman and have sometimes wondered how long employers could retain at the job the man whose closeness of buying seemed an indication of a closed mind to anything except the cents or fractions that he could get off a specific quotation. Again and again I have seen opportunities for profit made to pass such a buyer on the other side and go to him who had a keener sense of the mutuality of transactions. In every factory there come opportunities to serve customers in unexpected and helpful ways. I doubt if it is quite human nature when these occasions arise to remember him who has always taken the last ounce. On the other hand, I recall certain large concerns, whose names would be accepted by you as standards of business practice, whose vision has not been confined to the immediate day or hour, but has looked to the future, who while acquiring minute knowledge of their affairs have not deemed suspicion either safe or wise, whose business training and instinct has taught them whom and when to trust and who have felt that in any large and permanent relations the interests of buyer and seller had much in common.

I can remember cases, as doubtless you all know of others, where orders have been placed with a manufacturer without asking for any quotation. I do not refer, of course, to cases where prices had been established by repeated transactions, but where the transaction was the first of its kind. Again and again I have seen this confidence rewarded by the making of favorable prices when conditions permitted it to be done that would hardly have been given under a contract with bond and seal. There is more than one industry and doubtless some represented here whose relations with those from whom it buys are mutual and friendly, recognizing the common interest that in the long run does prevail and finding the results of that confidence as profitable as pleasant.

It is, I think, germane to this thought to suggest that out of the helpful experience the nation has had during the war and the readjustment period with Government operation of our great systems of intercommunication, whether on sea, land or by wire, a fact has clearly emerged which has peculiar interest for this assembly, and which points a finger of warning for the whole country. I do not recall that this special phase of Government control of communication of all kinds was seriously discussed prior to the war, yet to my mind it is of basic importance. It has by itself settled my own judgment adversely to Government operation in a country as large as this of the great enterprises involved in our railways, our merchant marine, and our telegraph and telephone systems. I have called our experience helpful because through the work of the able and conscientious men who have handled all these activities more has been learned of the essential factors of the problems that was possible by pure theorizing. Nor is there in the background of my thought the smallest element of controversy. This is meant to be a quiet, dispassionate study of important current subjects, necessarily incomplete because of the limits of time and space. Nor is it meant to bear on or to remind of any phase of past, present or future action, but deals with general underlying facts. Nay, let me go farther. I wish to express my full confidence in the honor, uprightness and conscientiousness of gentlemen with whom I have recently differed. They acted as they believed was right and wise and are so to be esteemed and regarded. That water has run under the mill. Nothing in what follows has reference to recent discussions, or is to be interpreted save in the most cordial spirit of good-will. I firmly believe that throughout the gentlemen from whom I differed acted with an eye single to the public good and without undue bias of any kind, political or otherwise.

The factor of which I speak is the necessary combination when under Government direction of so large a part—a controlling part—of the purchasing power of the country into a few hands or, regarding the Government as a unit, into

one compact control. The various transportation elements named include, as I have said, a controlling purchasing power over all industries and through them over our labor and our producers of raw material. It would lie in their power to injure or even destroy not one, but many industries simply by either refusing to buy or by delaying buying at a critical period or by insisting upon impossible prices or impracticable terms. Most business men will, I think, agree that it might make relatively little difference to industry who administered the laws or even what the nature of those laws might be if power over the life and death of industry lay in the hands of a few men because of their ability to purchase or to refuse to purchase its output.

This power, which is not so much by purpose as by its very nature autocratic, would be peculiarly difficult to reach and control by law because it is impracticable to regulate by statute when or how buying must be done. Procedure can indeed be fixed. Publicity can be provided and competition secured in form.

The danger suggested, however, comes not from paying excessive prices, but from the reverse, from forcing by the pressure of enormous buying power prices, terms and conditions of such a character as substantially to put our industrial fabric into the hands of masters of almost imperial power. Let there be given any one of you ability substantially to control one-third or more of the coal purchases of the United States through your predominant power in buying fuel, and that industry becomes plastic in your hands. Let there be placed in the hands of another of you the power to purchase from one-third to one-half or possibly more of the products of the steel industries or of certain portions thereof, and that industry becomes your servant, to do substantially as you will. The same is true of other great industries like copper, the shipyards and the builders of machinery. It will, I am sure, become clear to your thought after reflecting upon the incidental creation through Government operation of a unified buying power that there would be established an economic force so mighty as to work its will with industry and labor and to make them its creatures. It is not assumed that there would be intent to do harm. The reverse is undoubtedly true. It may indeed be taken as certain that as in the past and present so in the future conscientious and careful men would do the work. Ruin, however, can well be wrought by want of thought, by absence of social vision, by incomplete knowledge, by partisanship—involving either a party or directed to a service or a person, by the sense of irresponsibility arising from possible brief tenure of office or by the loss of balance arising from the intoxication of power. Years are not required to cripple an industry. It can be done in months or even weeks. There seems to be involved, also, the principles of democracy in commerce as against autocracy, with all that both imply, and the deeper one's thought goes into the matter the more one questions whether there would not be created an empire within the State which, however free in form the State might be, would of necessity control it from inside.

Consider the position of an industry that strove to be independent under such conditions. The circumstances are not frequent in which trade conditions are such as to constitute for a long period what is known as a seller's market. More frequently it is the case that the seller is more or less of a suppliant and the buyer has a great deal to say. We may not assume, on the contrary, that conditions always favor a buyer's market, but there is commonly an intermediate state between the latter condition and that in which everything favors the seller; there is a middle ground in which the seller is far from being free from need and in which the buyer has a potent force. If a single purchaser uses one-half or nearly one-half the entire output of an industry and that purchaser refrains from buying for reasons that are satisfactory to him, where is your individual producer to find his market? Clearly the fraction of distributed purchasing power that remains must be divided over the entire industry, and so far as competitive conditions may prevail, this means that quantity production on any continuous basis is impossible and that the high-cost producer, that is to say, usually the smaller producer,

must go to the wall. It is interesting to think what your position as buyers would be under such conditions.

Few would on reflection venture to favor the creation in this country of a condition in which such absolute power could be exerted over industry, and therefore over the employees of industry, as would be the fact if the Government held in its hands the power to buy for the railroads, the merchant marine, the telegraph and the telephone systems and possibly other factors of our industrial life. Here would be in outward form what one might think a socialistic condition, which would in its normal operations tend to become an imperialistic one. Here would be created a power within the State which might at any time exercise, even almost unconsciously exercise, a controlling power over it. The very existence of such a power would seem to involve the necessity of State-controlled industry in order that industry might be adequately defended against the State itself.

The possibility of favorable buying action thus existing in our railways becomes concentrated in the hands of a few when these great buying factors are unified under Government control, and this power becomes again enlarged if to it are added the other great operating systems which are today or have recently been under Government management. It is evident that this power, mighty for usefulness, may be exerted either directly or merely by reason of its inaction as a destructive as well as a constructive force. In short, there here exists, almost unnoticed heretofore, a power before which the greatest trust is helpless, a controlling, restraining force in trade, beside which the greatest combinations are petty. It would be, or has been, country-wide, reaching into every city, and by its infinite ramifications stretching out into substantially every industry and branch of commerce.

Furthermore, it is the fact that purchasing power even in free-acting corporate hands has operated not, of course, deliberately, but none the less directly, to cause serious injury to industry and so as to constitute within its sphere one of the fundamental bases of wasteful business practice. Continuity of operation in industry is essential to effectiveness and low cost. From the human standpoint it is more important still. It is essential to continued employment and to regular earning power on the part of labor.

None of us can escape the responsibility of such power as we have. If power which can be used to help or hurt is given to a man, we know he ought to exercise it helpfully. If he uses it hurtfully, it may be, according to its degree, anything from mere selfishness to treason. The same thing is true of an industry or an organized utility to the extent of its power. The buyer in proportion to his power is charged with social service. Wisely used in industry or utility may be beneficent to its employees, helpful to its customers, and by its very economic force become a factor for upbuilding the State. This involves its having a clear social sense, a true vision of itself as a part of the social scheme of the country. The danger, of course, lies that the eyes of the industry will be directed within and toward itself; that its own earning, its own aggrandizement, its own prosperity will be its one center of vision; that it will have no human, no national perspective.

An interesting illustration of the effect of large purchasing power on an industry appears in the chart which I am permitted to show you herewith. It is furnished by a large industrial concern and covers a period of 13 continuous years, from 1906 to 1918, inclusive, by calendar years. It shows the normal capacity of the plant in tons, the orders received in tons, the production in tons, and the number of men employed, and indicates the increase in cost arising from the fluctuation in orders placed by the railroads of the country, chiefly while under private control. The sharp fluctuations shown by the irregular exercise of purchasing power will be evident at a glance. Let us summarize a few of them. The increase of cost varies always upward with the decrease of orders. It rises in one case 25 per cent., in another 37.5 per cent., in another \$6.9 per cent., in another 89 per cent. The force employed varies from 900 to 325, from 1360 to 445, from 1570 to 440, and rises as high as 2110. The item of orders received shows most extraordinary peaks. It would not be quite correct to describe the line as showing curves; it is high summits and low valleys.

A brief study of this chart indicates the direct but practical control of an important industry over a period of years by rail-

road buying under private auspices. It is not argued that that control is intentional. It may be freely admitted that it may have been meant to be helpful. It can hardly be denied that it is a fact. It would seem obvious that it would have been wise management on the part of the buyers to have so distributed their purchases as to provide a more reasonable continuity of operation with a corresponding decrease in the cost of the goods and more continuous employment for labor. This may have meant using reserve funds and accumulating reserves of materials. The difficulties involved in both are, of course, real, but the study of the results from the methods actually used makes it evident that the course followed was productive of waste, a waste hurtful to labor, injurious to industry and to the buyer alike. I am advised that the particular chart is typical of other industries as well as of the one to which it directly relates. There is a clear mutuality of interest between these buyers, these sellers, and the employees of both as well as the public, which seems ignored, and to develop which no provision is made.

It bears, however, more directly upon my theme to point out that if under private auspices the operations of separate railroad corporations did under private control exercise over the industries of the country so forceful a power as is shown in Mr. Leigh's pamphlet and by the chart now submitted to you, it follows as, of course, that if this power be exercised as a unit instead of separately and if to it be added other similar extensive powers, than a force is created the power of which over the industries of the country is so obvious as to need little explanation.

We ought not to leave the subject without presenting some considerations on the other side. For years prior to the war our industries, with or without full knowledge, exploited the railroads for their own benefit. We were favored with the cheapest freight rates in the world, and even after advances were made that were strongly resisted our rates remained such as would have filled any competing European manufacturer with envy. A single illustration lies before me. One manufacturing concern which produces on both sides of the Atlantic paid a rate from Hull to London, 198 miles, of 16 cents per 100 pounds, and in this country paid on similar goods a rate, from Buffalo to New York, 450 miles, of 16 cents. The same goods were, therefore, transported more than double the distance at the same price in this country. It has been perfectly well known to students of the subject for years past that American freight rates were the lowest in the world, and yet our industries have resisted, not to say resented, any attempt at even moderate percentages of advance.

The trouble has been that the vision of the industries in this respect has been inward, not outward. They have, in this as in other matters, mistaken cheapness for economy and have not regarded sufficiently the real mutuality of interest between the transportation systems and themselves. They were keen, as respects their own goods, to obtain prices sufficient to carry overhead expense, to amortize equipment according to due standards of depreciation, to provide working capital for necessary improvements, but they failed to recognize that the railroads were entitled to the same consideration of these matters as they themselves exacted in their own figures. It was thought wisdom to be suspicious of the railways and to disregard the candid and outspoken pleas of experienced railroad officers for sufficient income to maintain their borrowing power. For this suspicion a fearful price has been paid, for when the pressure came and the railroads were unable to meet it the whole country suffered.

It is the merest common sense to say that the shipper does himself wrong when he brings such pressure on the railways as forces it to operate at rates below those which will enable it to maintain its plant and its credit as the shipper is himself obliged to do. There is needed here a social sense, a business vision which shall go a great deal further than the personal purse or profits of the industry making the goods, as respects single or grouped transactions, and which shall take into account the permanent interests alike of the railway and the industries using them.

Will Have 6000-Spindle Equipment.

A 6000-spindle equipment with electric-power drive will be installed by the Rankin Mills of Gastonia, N. C. This company, recently announced as incorporated with \$150,000 capital, has organized and will build a 287 by 80-foot reinforced concrete mill structure. Its officers are: R. G. Rankin, president; Henry Rankin, vice-president and treasurer; W. H. Adams, secretary.

Potent Reasons for Use of Diesel Type of Engines in American Merchant Vessels.

Jacksonville, Fla., May 15.

Editor Manufacturers Record:

As a constant reader of your magazine the writer has been much interested in the articles devoted to our trade expansion with South America. The need of ships for this trade, the discussion regarding the securing of these ships, their expense of operation in competition with foreign vessels, Mr. Hurley's plan to sell Government-owned vessels to private interests, etc., all are interesting reading, and the plans for finding a workable basis for ocean transportation of merchandise to South America all seem sound and will tend to promote trade.

One of the most vital and most important matters concerning the economical operation of these ships, it seems to us, has been overlooked, and that is the mechanical cost of ship operation between our ports and South America. So far the main discussion seems to hang on the matter of wages of American crews. What is more important, it seems to us, is the cost of transportation per ton of cargo per mile and the amount of cargo a ship can carry in proportion to the cost of operation of the power plant that drives her.

In this field the adaptability, economy and suitability of the motor ship should be most seriously considered. Such a ship propelled by modern Diesel engines has the following tremendous advantages over the steam propelled vessel:

Economy:

1. The modern Diesel engine will consume only five pounds of commercial crude oil per brake horse-power per hour, which is about one-fourth the amount consumed by the steam engine when oil is used under boilers to generate steam.

2. By the use of the Diesel engine all coal passers, stokers and water-tenders in the engine room are eliminated, thus effecting a large saving in crew wages and crew maintenance.

Cargo Space Increased:

The modern Diesel engine takes up approximately only one-half the space occupied in a ship's hull by a steam plant. This space can be utilized for cargo, thus greater tonnage carried than in the steam vessel of the same estimated capacity.

Cruising Radius:

Here is one of the most valuable features of the modern motor ship. By the small consumption of fuel the Diesel powered ship can, without sacrificing cargo space, carry sufficient fuel for a trip to any South American port and return, thus she is independent of foreign fuel stations and is not subjected to the high price of fuel in many South American ports.

Reliability:

The Diesel engine of today is the proven product of hard service. During the war this type of engine was subjected to drastic service conditions. Engineers of splendid ability have given much thought to simplifying its construction and making it a reliable source of power under usual and normal sea service conditions. The results have been that the Diesel engine of today, given the intelligent care that the steam engine is given at sea, will give equally reliable service.

The elimination of the hot stoke-hold and the substitution of the clean, cool engine-room of the motor ship also recommends this power to South American and tropical trade.

The opportunity of the Southern capitalist and ship-owner is now before him as it has never been before to purchase the uncompleted hulls in the Southern shipyards of the Shipping Board and complete the vessels, but install Diesel engines instead of steam plants. Then he can handle South American trade and compete with any ship operator with every chance of winning out.

D. J. CARRISON.

[About fifteen years ago the MANUFACTURERS RECORD published many interesting articles forecasting the great future of the Diesel engine on sea and land, but many thought that these predictions could never be realized. As a matter of fact, they have already been fulfilled, and the end is not yet.—Editor MANUFACTURERS RECORD.]

J. A. Baldwin of Charlotte plans to build a 3000-spindle cotton-yarn mill.

The Russian Problem as Seen by a Russian

[The MANUFACTURERS RECORD has several times published a statement made by Mr. John R. Mott, head of the Y. M. C. A., who was appointed by President Wilson as a member of the Root Commission to Russia, to the effect that in Russia, based on a number of visits in that country running over a period of a few years, he had found more really great men than in any other country in the world.]

When we once asked a French officer why it was that these great men had not been able to save Russia, he said that it was because they had nearly all been murdered by the Bolsheviks. In the light of these statements, it is interesting to read a letter from Paris by Mr. C. W. Barron of the Wall Street Journal, giving an interview with the Grand Duke Alexander of Russia. Whether one agrees with all the statements or not, in these momentous hours it is our duty to see the other man's viewpoint, even if it is directly contrary to our own. The most narrow-minded man, dangerous to all civilization, is the one who refuses to listen to what Europe is saying even if in doing so he has to hear criticisms against his own country. Mr. Barron's article is as follows.—Editor MANUFACTURERS RECORD.]

Paris, March, 1919.

Russian influence in Paris so closely allied with the French finance is also strongly against Wilson. The Russians declare that he has encouraged Bolshevism and disorder, has spoken over the heads of the governments and appealed to the people in a way to cause confusion and worse; that he has never denounced Bolshevism or the plunderers and murderers who are now dominating Russia in a terrorism worse than history has previously recorded. They say that on the other hand he is desirous of meeting, parleying, negotiating and perhaps settling with the Bolsheviks.

I had several talks with the Grand Duke Alexander of Russia. He said:

"I am not a Grand Duke here. I am just a plain Russian asking for justice for my country. I have sought President Wilson, Secretary Lansing, Colonel House and others, but they will not see me.

"Russia does not exist at the Peace Conference, and this is justice! What is the use of talking of the rights of man when 180,000,000 people are denied any right and have no representation and no consideration at this conference. Never once has President Wilson repudiated the Bolsheviks. Never once has he spoken for Russia, except one day in September—one day through Lansing he sent a message to the Soviet Congress. It is but justice to say that nobody then knew what the Soviets were. He is the ruin of Russia and its civilization.

"Six months ago it was said to be a question for Russia, but I declared it was a world danger and that the world should act in self-protection.

"It is no longer any question of Russia. My ruined country has become the center of Bolshevik propaganda. They have schools for the training of professional people to make propaganda all over the world. They now attack the civilization of the whole world, and how will you make your defense? By trying to compromise with them? Will you compromise with the murderers?

"Wilson has only words. What peace can the world have when there is no peace in Russia? What is the use of talking about the rights of man when one-eighth part of the whole world of a billion and a half people is treated as a negligible quantity?

"If the Allies had acted against Bolshevism immediately after the armistice, there would have been no Bolshevism in Germany. Now the Allies have encouraged it. The Allies must occupy Germany to get their money. Then they must throw down Bolshevism, or they don't get it. The Bolsheviks have proclaimed the weakness of the Peace Conference. They went into Germany and proclaimed that they alone had moral courage.

"Russia is today much worse off than under Tartar dominion. The Tartars were men; the Bolsheviks are brutes.

"My two brothers and my two uncles were murdered because of the criminal decision made here against Russia at Paris. They were killed on the 20th, or one week after the criminal decision of the 22d.

"The Commissionaire telephoned the wife of Grand Duke Paul: 'Tomorrow he will be set free.'

"What torture and cruelty combined with brutality! The next day they took these four Grand Dukes in a camion from the prison and let them believe that they had liberty. My oldest brother, Nicholas, was so happy. He took the cat that had been his prison companion along with him out into the sunshine.

"They brought them to the old fortress, put them in a cell and bade them take off their clothes for a change; really because the

Bolsheviks did not want to spoil the costumes; and these four naked men who had never done anybody any harm in the world were stood up against the wall and killed with revolver shots. Thus dies my two brothers and two uncles, and this is the twentieth century!

"One hundred and fifty thousand Allied troops could deliver Russia. The dirty work—and killing is dirty work—would be done by the volunteer army of Russia, but what is wanted is an allied police force behind to keep order and prevent any backfire as the patriotic troops go forward.

"I know that the Bolsheviks have killed 30,000 Russian officers who fought for the Allies against Germany and for liberty and freedom.

"Russia was the first in the war, in the common defense against Germany, and she suffers the most. What is the use of talking about liberty and the rights of man when there is a Russia with no rights, no freedom and no existence at this conference?

"Three months ago the Bolsheviks were printing 300,000,000 rubles a week; now 500,000,000 rubles. Before the war the dollar was two rubles; now it represents 15 rubles.

"There are now 46,000,000,000 printed rubles afloat. In the year 1880 the income was 2,500,000,000 rubles and the deficit was 43,200,000,000 rubles.

"Everybody has been disarmed; every objector killed. There is no use talking about rescuing the world if you can't rescue Russia."

National Equipment Trust \$400,000,000.

Readiness to enter into the organization of a national equipment trust to take care of the financing of the cars and locomotives ordered by the Railroad Administration was voted at a general meeting of the Association of Railway Executives held Friday last at the Grand Central Terminal in New York city. The value of the equipment contracted for is approximately \$400,000,000 and the trust would, it is understood, cover this amount.

This action of the roads which are members of the association is expected to result in the settlement of the most difficult phase of the equipment problem, as the proposal emanated from the Government, and, therefore, will presumably be acceptable to it. Further, it is regarded as particularly significant in the light of the meeting of Congress on Monday of this week. Details of the plan remain to be worked out and the conditions under which and the rate at which the trust certificates would be issued are still to be determined.

Eugene Meyer, Jr., managing director of the War Finance Corporation, attended the meeting and promised the co-operation of that organization in carrying out the project.

It is understood that the sentiment of the banking community has been tested as to the feasibility of the plan, and that the bankers believe it can be put through. The certificates, it is suggested, will almost certainly be issued serially. Whether they would be guaranteed by the Government, which would co-operate with the roads in forming the trust, is at this time uncertain.

The following figures were made available:

Value of cars contracted for, \$293,000,000.

Value of locomotives contracted for, \$107,000,000.

Number of locomotives ordered, 1437.

More than half of the cars contracted for have been delivered, it was said, and about one-third of the locomotives.

Questions to Eastern Bankers About Cotton

As president of the South Carolina Bankers' Association and chairman of the South Carolina Cotton Association, Mr. J. S. Wannamaker is sending out from Columbia, S. C., to many of the leading bankers of the East a letter dealing with the cotton situation and enclosing therewith a questionnaire for their consideration. It is his desire to get the views of leading bankers in the east on the whole cotton proposition. In the course of his letter to these bankers Mr. Wannamaker says:

"We will never see cheap cotton again. The negro soldier is returning from the war with a different viewpoint. Only a small percentage is remaining on the farm. The white man is returning with a new vision," and, he adds, that the crop of cotton to be produced in 1919 will under the very best conditions be an extremely small one, and with an adverse season, record-breaking as a small crop.

This view is given by Mr. Wannamaker, based on his long experience as a banker and a cotton producer. It is unquestionably true that whatever may be the size of the crop, the cost of production will be very large. On this point Mr. Wannamaker writes:

"The cost of the production of cotton has enormously increased since 1914. The Department of Agriculture at Washington now has experts working on estimates of the cost of cotton production for the year 1918. The experts employed by the Southern Cotton Associations show that the cost of the production of cotton is in excess of the price for which cotton is now selling. Estimates, made by the best experts in the South show the cost of production of cotton for 1918 from 30 cents to 35 cents per pound. * * * The South will not sell cotton for less than remunerative prices. Cotton production will follow indigo production unless remunerative prices are paid."

"A complete organization," says Mr. Wannamaker, "extending throughout the entire South, including farmers, bankers, merchants and business men, has been formed, which will be somewhat similar to the National Chamber of Commerce, except that it will be a far more compact organization. It is organized for the purpose of protecting, fostering, promoting and upbuilding the cotton business and the various allied interests of the South."

"Primarily," adds Mr. Wannamaker, "the South should turn to the antebellum condition of raising its own food and its own feedstuffs. It realizes that it should diversify its crops. Had it not been for the introduction of slavery into the South, the South would today have been a great grain and livestock producing center of the United States. * * * The interests of the South and those of the manufacturers of New England should be mutual. There should be a spirit of co-operation. Instead of this it has been extremely antagonistic."

Mr. Wannamaker suggests to the bankers to whom his letter is sent that they can do a great deal to allay the hard feelings now due to a misunderstanding, and he invites their assistance and co-operation to this end, and he asks this question:

"Do you favor the effort of saving the women and children from work in the cotton fields, and the broader education of the children to which this association is committed? It can only be accomplished by more profitable prices for cotton."

This is a question which Eastern bankers will be interested in considering, and we trust that they will answer in full.

The questionnaire will doubtless call forth many interesting replies. Every man who reads it and who undertakes to answer it will find that he has been asked some very plain, simple questions, having a very far-reaching effect upon the welfare of the whole country. The questionnaire is as follows:

1. This campaign has as its primary object the betterment of conditions in the South, so that every person will be afforded an opportunity to earn a living, to receive fair wages and reasonable hours of work and proper working conditions; that they may have decent homes, the opportunity to play and to learn and to worship and to live as well as to toil. Do you approve of these things?
2. Cotton production in the South cost the South slavery; caused the war between the States; caused the division of the denominations of the Christian churches of America, which division exists even until today. Regardless of the fact that cotton is a hand-made product, the price established on cotton is on the basis of slave labor, with which it was first produced, and from which price it has never been removed—consequently it has caused starvation, wages, child

labor, regardless of hours. It has caused the illiteracy of the South and many other deplorable conditions. Do you not feel that this furnished sufficient reason for every broad-minded, true American citizen today to unite for the purpose of improving these conditions and assisting to right these wrongs? Will you co-operate with us and assist to improve these conditions?

3. Do you not feel that sectional lines should be obliterated?

4. The South can never prosper and progress and develop under these conditions. To change them it is necessary to change its agricultural methods, to diversify its crops, which it has done, and it is necessary also to receive remunerative prices for cotton. Do you approve of this course?

5. Do you think that child labor should be permitted in the cotton fields of the South? Don't you think that the poorer classes of farm children of the South should be taken out of the cotton fields and placed in schools? Don't you think that the women of the poorer tenant farmers of the South, black and white, should be taken out of the cotton fields and placed in charge of their homes?

6. Don't you think that the Southern farmer should raise his own food crops, should diversify his crops, planting more than one crop; adopting the antebellum method of raising cotton more as a surplus crop after raising all possible food crops?

7. Don't you feel that the farmers' homes should have such necessities as water-works, electric lights and sewerage?

8. Don't you think that the rural conditions of the South should be made as attractive as possible?

9. Don't you think that the home life of the negro of the South should be improved?

10. The campaign being waged in the North and the East against these efforts on the part of the South to work out its own salvation unfortunately has created a bitter feeling among many of our people. It is claimed that the children of the same people who fought to release the bonds of physical slavery which bound the negroes are today fighting to weld tighter the bonds of economic slavery that bind the white women and children and the colored women and children of the South to toil in the cotton fields. Will you use your influence to counteract these conditions?

11. A good man, a student for life of the situation, states that one of the greatest mission fields, one of the greatest opportunities for philanthropy in this country today, is in the cotton fields of the South. (See article attached on the Cost of Cotton to the South.) Don't you feel that every American should unite to improve these conditions?

12. No part of this great country of ours can suffer without the entire country feeling the effects; in like manner, no part of this great country of ours can be blessed without the entire country receiving a part of the blessing. As a true American, don't you feel that every section of America should help to improve these conditions, and especially don't you feel that the great manufacturing centers, which are vitally concerned at least from a commercial standpoint, should co-operate with the South in its efforts to improve conditions as outlined above?

13. Don't you feel that the manufacturing centers should feel that their interests are mutual with those of the South, and that, therefore, they should assist the South in this campaign for commercial freedom; should use every effort to secure for it remunerative prices for its staple crop, cotton, in which both sections are vitally interested?

14. We feel that if this situation can be made clear that it will result in their uniting and co-operating with us. Will you use your best efforts to bring about mutual co-operation?

15. It is stated that misunderstandings are often due to prejudice; that you cannot fight a shadow with a blow; that you cannot combat prejudice with reason; that it is necessary to remove the shadow or the prejudice. This being the case, you can accomplish far more to bring about a mutual understanding that will be mutually advantageous to both sections than we can, as the prejudice does not exist against you as it does against the South. Will you do this?

16. The white man has largely moved from the cotton fields. Until rural conditions are improved it will be impossible to hold him there. Don't you feel that it would be greatly to the advantage of the country at large to improve rural conditions so as to make the farms a desirable place for the white man?

17. The race question has never been settled. Leading negroes state today: "We want better homes; better rural conditions; better wages. If you will improve our rural conditions, you will find that this will eventually solve the race question. It is impossible to improve these conditions without a higher price for cotton. We realize this. We must have a home, not merely a shanty. We must have more of the necessities of life and be permitted to live. If our living conditions are changed, the South will be the natural home for the negro." It is impossible to bring about these changes without remunerative prices for cotton. This is a great, big question and the

entire nation is concerned in it. Won't you help us to solve it?

18. Please note attached article on the Cost of Cotton Production to the South. The various conditions named therein must be improved. What suggestions would you offer for the improvement of conditions outlined in this article as existing in the South today?

19. The question of the ages, which is certainly the question of today, "Am I my brother's keeper?" we think must be answered in the affirmative. Don't you agree with us?

20. Will you please write a letter for publication in the press of the South covering these various matters?

21. A letter from you in the Northern press, a word from you to people with whom you come in contact, a word from you in your business connections, in your business circles, will accomplish far more than it will be possible for us to accomplish, to assist in bringing this matter clearly before your section of the country. You can do far more towards assisting in solving it than it would be possible for us to do. We find it almost impossible to overcome the prejudice. It is charged that we are acting entirely from selfish motives. This charge cannot be brought against you. This is one of the largest questions that confronts America today. What part will you play in helping to solve it?

22. Will you prepare an article for publication in your papers on these matters?

23. Statistics show that there is practically no immigration into the South. It is claimed that this is due to undesirable conditions existing therein and also to the lack of remuneration in the production of cotton. Do you think this is correct. If not, how do you account for it?

Please fill in this questionnaire and let us have it promptly. We are sending this only to the leading men of America, who can, we believe, take a broad view of a great national issue.

Protection Necessary for Potash Industry—Potash Discoveries Reported from Texas.

The United States Potash Producers' Association has been formed for the purpose of procuring and disseminating useful knowledge and information pertaining to the development of the potash industry in this country, to promote business intercourse and friendship among all persons interested in the production and uses of potash and to encourage an interchange of ideas relating to the agricultural, technical and commercial phases of the industry.

The association represents more than 90 per cent. of the potash producers of America. Its aim is to foster and stimulate the industry in the United States and her insular possessions and to protect it from agencies tending to retard its proper growth and development.

The offices of the association will be in Washington, with Frederick W. Brown executive secretary. For the past three years Mr. Brown has been in charge of the investigations of fertilizer resources in the United States Department of Agriculture. He writes to the MANUFACTURERS RECORD:

"As you no doubt know, the potash producers of the United States are facing a very critical period, and the unrestricted dumping of German potash in the near future would cause serious losses, if it did not actually destroy the American industry altogether.

"The American producers have invested in the past four years over \$50,000,000 in potash plants in this country at the urgent request of the United States Government officials. If this industry is now destroyed by unrestricted German competition, this country will be left in the same position that it was in 1914, when the German embargo caught us with no potash production whatever.

"I shall be glad if we can have your assistance in presenting the facts to the country, which, we believe, is all that is necessary to insure some action by Congress which will limit the importations and leave the American producers a definite market for their goods during the transition period of the next two or three years."

It is stated that the larger manufacturers of potash in the United States declare two or three years to be sufficient time in which to make the necessary changes from a war to a peace time basis, to readjust their machinery and equipment for the utilization of by-products made available in the manufacture of potash, to secure new markets for their output and arrive at a point where they will not fear competition from Germany or any other foreign country.

Readjustment of railroad rates is now under consideration, and it is believed that the necessary relief from that direction will be forthcoming in the comparatively near future. This will make it

possible for the potash producers of the Central and Western States to ship to all parts of the country on a basis of preferential rates and remove the only other obstacle which now stands in the way of the development of an industry that will render the United States independent of any foreign source of potash supply.

Bearing on this same general subject and of interest in connection therewith is the following letter from a Texas firm:

"Nitrate Products Co.,

Fort Worth, Tex., April 21.

Editor Manufacturers Record:

"We are enclosing herewith report of the Fort Worth Laboratories made on a lake in Terry county, Texas.

"You will notice that the net result of this report means that there is approximately 30 pounds of potash in each ton of brine and that the other salts in the brine are the same character as those in the German potash mines. The difference is that the German salts carry a slightly larger percentage of potash and smaller percentage of common salt. In Germany the salts are mined at depths varying from 900 to 3500 feet below the surface; are then brought to the surface, dissolved by the use of hot water and the salts then separated in marketable commodities. This supply, therefore, is at the same point as the German when the separation begins, but this is in the form of natural brine and on the surface.

"This lake contains an enormous tonnage of potash—other lakes in the vicinity likewise. We believe that with adequate protection given against the 'dumping' of German goods on the market for five years that we will be in a position at the end of that time to compete with the German output both in quantity, quality and price.

"We appreciate the efforts you are making toward securing this protection, and feel that it is needed, particularly for the Nebraska and Searles Lakes plants.

"Providing we have adequate protection for five years, we will be enabled to build up by-product plants, as the Germans have done, thereby cheapening the cost of production of potash. This five years' protection is necessary during the time that our American engineers and chemists ascertain the most practical methods of separation and use of the by-products. J. W. McRAE."

Fluorspar and Its Uses.

Following are letters recently received by the MANUFACTURERS RECORD in answer to the request of a subscriber for information relative to fluorspar. They may be of interest to others of our readers:

John Helfrich, Manager Information Bureau, the Chemical Catalogue Co., Inc., New York City.—Fluorspar is found in nature as calcium fluoride. This compound is found in colorless cubes or octahedra as fluoride, and is sometimes variously colored. It is also found in compact amorphous masses. Fluorspar as obtained as a mineral is generally contaminated with silica, and sometimes barium sulphate. Fluorspar is absolutely insoluble in water, and can only be disassociated by strong sulphuric acid.

It is used extensively in the ceramic industries and for the manufacture of hydrochloric acid. We also understand that it has also been used in large quantities at Niagara by the Air Nitrates Corporation in the manufacturing of calcium cyanamide.

Charles F. Roth, Manager National Exposition of Chemical Industries, New York City.—Regarding fluorspar, it is a common mineral, calcium fluoride (Ca F_2), and crystallizes in cubic system. There are three large uses for it: First, in the manufacture of iron and steel, where it is used as a fluxing agent to slag off certain undesirable oxidation products during manufacture, and if free from silica (not over 3 or 4 per cent.) it acts better than lime. The second large purpose is in the manufacture of glass, and third, in the manufacture of hydrofluoric acid and fluorides.

Another use that is developing to considerable proportions is the manufacture of artificial cryolite, that is the basis of the aluminum industry. In metallurgical industries it is also used as flux in the manufacture of brass and other metals and alloys. It is used in the manufacture of pottery and metalware, glazes and enamels, and in Portland cement. For optical purposes it is used in lenses for microscopes, telescopes, optical pyrometers and small instruments to correct the errors in spherical aberration and color in the regular and ordinary lenses used in these instruments.

Major Sill Reports Germany's Dyestuff Plants Ready to Strangle World Trade

UNHARMED BY AIR RAIDS OF ALLIES, THEY CAN TURN THEIR ENERGIES INTO REBUILDING THEIR MONOPOLIES IN COLORS AND MEDICINALS.

The German dyestuff plants, all of which were unharmed by the war, are seeking to regain Germany's grip on the world trade, according to Major T. W. Sill of the Chemical Warfare Service, who has just returned from the occupied Teuton territory on both banks of the Rhine, where are situated the most important of the country's chemical strongholds. Major Sill was a member of the Inter-Allied Commission appointed to investigate the production of war materials in the German chemical plants in the areas occupied by the American, British, French and Belgian forces. His report shows officially how Germany is planning to regain its world trade in dyes and medicines, and should prove a warning to America.

Major Sill found the dye factories undamaged by the air raids of the Allies and any other results of the war, with machinery in perfect condition and with an adequate personnel of scientific experts and of trained operatives ready on the ground to turn their entire activities into the manufacture of colors and medicinals.

"Before going through these plants," said Major Sill, "I had many ideas, developed from newspaper reports and other sources of information, concerning Germany's wartime conditions that are considerably changed after observing actual conditions. I had often heard of the great destruction resulting from air raids, of the lack of workers and great labor unrest, of the run-down condition of the plants, and, in short, was quite prepared to find them in a disordered state through the lack of operating personnel. However, I found very shortly that the contrary is quite true. Today finds these great German plants, probably the greatest of the potential possibilities for war material production, in splendid condition, with a large, trained force of employees and, moreover, with additional opportunities for increasing their production by utilizing extra equipment added for war materials production.

"The original skilled personnel of these plants furnished sufficient means for manning the rapidly enlarged plants which were necessitated by the tremendous scale of operations for supplying war needs, and the additional labor required was easily trained by these skilled forces in the dyestuff plants.

"Furthermore," said the Major, "Germany stands today practically as efficient as ever, because she had all of her man-power registered and classified in accordance with her pre-war system, and was able from the outset to avoid the mistakes made particularly by the British and French, and by retaining for these plants the highest type of trained labor to insure maximum efficiency of operation. This labor has been carefully conserved throughout the war period.

"The German utilized to full capacity the equipment already on hand suitable for the manufacture of high explosives and intermediates, and rapidly constructed in the vicinity of the mother plant the necessary new buildings and equipment to increase their production on a tremendous scale. It has been the popular opinion that Germany was so crippled by her war activity that many building operations could not take place, but frequently I saw in these plants recent developments—in fact, as late as the spring of 1918—for increasing the comfort and convenience of workmen to an extent which would be considered luxury in wartime.

"At one of the principal plants the Germans had previously been somewhat reluctant about the manufacture of high explosives, but under the stress of war conditions and the influence of the Berlin administration (as they described it) they erected a large plant for the manufacture of T. N. T. in the near vicinity of their dyestuff works. This plant operated very successfully, turning out a large production, having the advantage of the trained personnel in their plant. This is quite illustrative of the general conditions I saw in the chemical industries in Germany.

"These new explosive plants resembled subterranean dugouts, barely more than the roof showing above ground; the storehouses were protected from air raids, and embankments were placed about the various buildings to prevent the distribution of disastrous explosions.

"Despite the repeated reports circulated in this country to the

effect that air raids have produced considerable damage in these plants, there is no apparent destruction or damage which I could observe. In several isolated cases there are windows broken and slight damage has been done, but no destruction on a large scale. Particularly at the largest of these plants, in Ludwigshafen, they were well protected with large anti-aircraft fortifications, and most of the damage reported was done in the city of Mannheim, across the river.

"Rumors were circulated that the Germans were giving up their poison gas warfare on account of the destruction of their chemical factories producing poison gases. There is no apparent confirmation of any such destruction in these factories, however, and the real reason was probably due to the change of the type of warfare from trench warfare to field operations and the fact that they did not have enough gas to cover the much more widely extended operations.

"In these chemical plants, with the use of standard types of machinery, it had been a simple matter by slight adjustments to utilize the equipment already there for the manufacture of mustard gas, di-phosgene and other poison gases on a large scale.

"With possibly only one exception, the methods of preparation and manufacture used by the Germans were inferior to those in practice in the Allied plants, but the Germans had the distinct advantage of having their equipment practically all ready to operate, with a well-trained personnel to handle it.

"In the plants themselves," said Major Sill, "there is no marked superiority noticeable as far as equipment and layout are concerned. Having had the advantage of the last four years of development, the American manufacturers and machinery builders have benefited by their experiences and lessons learned, so that their plants compare most favorably with present German installations.

"No more striking evidence of Germany's conviction that she would eventually win the war, and of her intentions then to begin to regain her commercial markets, could be afforded than the fact that even with the tremendous burdens thrown upon these plants for the production of explosives and poison gases, nevertheless certain portions of the plants were reserved and utilized for the continued production of dyestuffs and synthetic medicinals, resulting in an accumulation of large stocks of material which is today ready for the commercial warfare.

"At the present time these plants are only operating at about 10 per cent. of their normal peace-time production, the principal reason being the lack of necessary raw materials. They retain, however, most of their working personnel, who are at present simply employed in keeping the plant clean and orderly. One of the plant directors stated that his firm was spending a million marks a week simply to keep the labor employed. This is more or less of a protection measure, taken to keep the men out of labor difficulties and demonstrations, but as soon as they should be allowed to receive the necessary amounts of raw materials they stand ready to resume operations immediately. It would be readily possible to increase their previous large production of dyestuffs by utilizing the quantities of new equipment, machinery and buildings erected for extra war work, as this would entail but slight modifications.

"Although it is the attitude of the Germans to blame their troubles and difficulties in operation on the Allies, it is a fact that in some cases their lack of raw material was due to internal labor troubles in Germany itself, particularly in Westphalia, where the coal mines are located.

"At the present time the only apparent handicap to the resumption of operations in these plants on a large scale is the lack of oils and greases for lubrication of the machinery. They have partially met this situation with artificial substitutes, but there is no doubt a real lack of these materials. Otherwise, however, there is nothing to hinder their immediate participation in the struggle for commerce as soon as they are allowed the necessary raw materials.

"The important point is that the American people in particu-

lar should realize that this important portion of Germany's industries is not crippled, but intact and ready to operate, consequently a dangerous factor in the struggle for commercial supremacy and also a potential source of war material production unless properly controlled. Moreover, I do not think the German people as a whole realize completely the magnitude of their defeat, and count upon the Americans in particular very soon forgetting the horrors of war, resuming their trade with them, utilizing their products and allowing their industry to thrive once more. At present the only thing they lack are raw materials and coal for the operation of the plants, which, fortunately, the Allies control, unless the peace terms are lenient enough to allow them to operate on full scale as before."

The Major said he hoped that the American people and consumers of chemicals and dyestuffs will back up the American manufacturer so that this previous condition cannot be restored.

Sales of Pig-Iron Absorb Present Southern Output—Improvement in Conditions Anticipated.

Birmingham, Ala., May 19—[Special.]—Sales of pig-iron are being made by Southern furnace companies to such an extent as to absorb the present output, which is greatly curtailed as compared to what was reported six months ago. Some of the consumers who placed business several months ago and have been making effort to get concessions on the prices while the delivery of the product has been held up, are beginning to arrange for delivery with the belief that before the month rounds out there will be a greater sale and delivery of iron than is being produced. Then, with a few weeks of this condition, the accumulated iron will be absorbed and it will be necessary to increase the production, which can be accomplished within 24 to 48 hours. There has been evidence of some shading of price in the Birmingham district, but general denial is given to the report that difference in freight to the Middle West, for instance, between \$3 and \$5 per ton, was absorbed in the shading. Effort on the part of consumers to bring about a scramble for business by making concessions has availed but little, the best to be heard as to the absorbing of differences in freight is around \$1 to \$1.50 per ton. Specific business was commented on, 1500 tons of iron being involved, with 500 tons more under consideration. Business booked so far this month has been in the car-lot class, but the total is about the make. However, there are some negotiations on that promise to develop into greater trading and a better feeling is noted. The Woodward Iron Co., which recently started up one of its furnaces again, has taken on some business lately, and has heard from old customers about delivering iron on old contracts. J. W. Porter, general sales manager of The Alabama Company, is on a trip now which will take him into St. Louis, Chicago and New York territory.

But little difference is noted in the pig-iron production in the Birmingham district. No further announcements are yet forthcoming as to the blowing in of furnaces, though stress is pointed when information is given out as to the sales now being made about equal the production and delivery on old business will require iron being taken from accumulated stock. There is but little hope now that the 1919 make will equal that of last year, so far as the Birmingham district is concerned.

The Sloss-Sheffield Steel & Iron Co. is preparing to blow out another furnace, which will leave but one of seven in operation.

This company is now concluding its negotiations with the Government for compensation on the cancellation of contracts for by-products in the big \$6,000,000 by-product coke-oven plant under construction here. It is understood that the Government will allow something like \$1,650,000, and already \$2,000,000 has been charged off in last year's expenditures for war-time development by the company.

Pipe makers, both cast iron and sanitary pipe, are indicating a better feeling, as a few orders are received for their product. Machine shops and foundries also report a little impetus on. E. Antonio Vazquez, prominent sugar machinery contractor of Havana, Cuba, who has heretofore placed much business in the Birmingham district, was in Birmingham the past week, visiting the plant of Joubert & Goslin. He will place the usual amount of business, if not more. The addition to the Joubert & Goslin plant here will be completed and ready for operation some time in July.

Further reduction is noted in both coal and coke production in this section. Independent coke producers report a very quiet

market. One of the iron companies, with curtailed needs because of blowing out of furnaces, to the contrary, announces that it has been able to dispose of its surplus coke right along. The Alabama Coal Operators' Association, in display advertisements in the newspapers, is urging the public to purchase its winter supply of coal now, so that the usual rush in the fall can be obviated and work furnished at mines now. Some result is noted, but not as extensively as might be expected.

Judge Elbert H. Gary, chairman of the executive committee; President James A. Farrell, John Reis, vice-president; Henry C. Frick, George F. Baker, Percival Roberts, Jr., members of the board of directors and of the finance committee of the United States Steel Corporation, spent Friday in the Birmingham district, inspecting the Fairfield Works and the plants of the Tennessee Coal, Iron & Railroad Co. and the American Steel & Wire Company.

Prior to the visit here Thursday, the high officials of the Steel Corporation spent a day at Mobile inspecting the plant of the Chickashaw Shipbuilding Co. and looking over the harbor and port of Mobile. A banquet was tendered the distinguished visitors in Mobile by the Chamber of Commerce, and in an address Judge Gary said that the prospects were very bright for the best kind of business in the United States during the next 10 years. No public demonstration was given in Birmingham, the understanding being that the visitors did not want it. Plans have been drawn for the Tennessee Coal, Iron & Railroad Co. for a structural steel plant, but no announcement has been made of an appropriation for the work. In fact, Judge Gary said it was doubtful if there would be any further authorization at this time, but said he, "we are spending money all the time in this district." Industrial circles here are confident that the visit will have considerable significance, which will become known in the near future. Vice-President Reis remained in Birmingham for a few days, having resided here at one time.

A lull before a period of activity is one way of stating the condition of the scrap iron and steel market in the South, the market being almost without features during the past week, but dealers anticipating a change in the near future are not pessimistic in their talks. Some trading is noted, though the aggregate is not very great. Old tramcar wheels are placed in the cast list now. While there is not much trading going on the quotations appear to be firm. Dealers are watching closely the pig-iron and steel markets, fully confident that when buying of pig-iron starts in actually there will be a better condition with old material. Railroad and corporation offerings of old material is finding a fairly good outlet.

Quotations of pig-iron and old material in Birmingham are as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent. silicon, f. o. b. furnaces Birmingham, \$26.75; differentials as before; basic iron, \$25.75 f. o. b. furnaces.

OLD MATERIAL.

Old steel axles.....	\$18.00 to \$20.00
Old steel rails.....	12.00 to 14.00
Heavy melting steel.....	12.50 to 13.50
No. 1 railroad wrought.....	12.00 to 14.00
No. 1 cast.....	20.00 to 22.00
Stove plate.....	15.00 to 16.00
Old car wheels.....	20.00 to 21.00
Old tramcar wheels.....	20.00 to 22.00
Machine-shop turnings.....	6.50 to 7.50
Cast-iron borings.....	6.50 to 7.50

Foundrymen Plan Exposition With International Features.

The fourteenth annual exhibit and convention of the American Foundrymen's Association will be held in Exhibition Hall of the Philadelphia Commercial Museum the week of September 29, 1919.

Exhibition Hall has 88,000 square feet, all in one room and on the ground floor, good daylight in all parts, and 40 feet ceiling height in the clear. The floor is of cement, capable of carrying any load, and where it is desired to cut through the floor for special foundations or operating pits, this may be done, so that conditions permit of the installation of any and all classes of exhibits.

It is proposed to make this an international exposition. Invitations will be extended to foundrymen and industrial engineers all over the world, giving exhibitors an opportunity to reach foreign markets and buyers with their products.

Full information concerning the exhibit can be obtained from C. E. Hoyt, manager, Department of Exhibits, Harris Trust Building, 111 W. Monroe Street, Chicago, Ill.

Home Building Through Building Association Work

By HOWARD L. CLARK.

Millions of Americans have learned the value of systematic saving through investing in Liberty bonds. The salaried man and the wage-earner who never before saved realize how easy it is to lay aside as savings a dollar or so each week. They have seen their small weekly bond deposits grow into hundreds of dollars, on which they receive a good rate of interest. Are we to let this spirit of thrift, born unto this nation through war, starve and die because there is no incentive of war with its Liberty Loan campaigns to foster and keep the savings spirit alive? Whether we do or not depends on two things—business activity creating continued employment at living wages (the greatest foe to Bolshevism next to individual thrift and Christianity), and a safe, convenient investment opportunity which offers a high rate of interest on small weekly deposits.

As to business activity. National, State and municipal governments have been urged by the business leaders of the country to throw every ounce of their energy toward immediate public improvements and repairs that were held up by the war. This campaign to stimulate and revive business during the readjustment from war to peace conditions, during an era of unprecedented high prices and wages, has been partly successful in spite of endless red tape that has to be overcome before such expenditures can be authorized and work begun. Signs of general building and construction activities are seen, but they are not pronounced enough, in view of the enormous amount of building that must be done to make up for the construction work that could not be undertaken during the war. For instance, the country is short of dwellings. The supply simply does not meet the demand. One way of increasing this supply and creating additional building activity and employment is based on the weekly savings of individuals through the medium of building and loan associations. Hence we see the need of turning the weekly bond payment habit acquired by millions during the last two years toward the building association idea of weekly savings which offers a safe investment at good interest, and these millions in thus helping themselves by saving and investing in property will also help the country by furthering its house-building activity. It is a tried and proven plan, for under the system hundreds of thousands of wage-earners in Massachusetts, Maryland, Pennsylvania, North Carolina and elsewhere have been able to buy or build homes. In Baltimore alone tens of thousands of dwellings have been purchased by men of all classes. Many a man has acknowledged that, but for buying his home through a building association, he would not have saved a cent.

A building and loan association or society is a private corporation for the accumulation of savings and the loaning of money to enable one without the necessary capital to buy or build a home. Various forms of this method of co-operative saving and lending have been in operation for over three-quarters of a century. But there are many localities in the South where they are unknown, or at least their value to the upbuilding of a community is not recognized. It is for this reason that this article is written, with the thought of quickening the interest of the South in the development of building and loan associations so they may hold the army of instalment Liberty bond buyers and create building activity.

Since 1840 the growth of co-operative savings and loan associations has been very rapid. In a report published by the Government in 1893, building and loan associations had total dues paid in on instalment shares amounting to \$450,667,000. This was over 25 years ago. There are now in the United States 7239 building and loan associations, with paid-in capital stock amounting to \$1,503,770,848, the investment in building association stock having increased last year by \$145,000,000. On the first day of last year, in the State of Maryland alone, there were 632 building and loan associations, 590 of which reported aggregate assets of over \$41,782,000. The popularity of building and loan associations is emphasized when we see that Maryland in the same year had only 46 savings banks compared with 632 building and loan associations. This is because the building association is practically a community savings bank where interest is paid at the rate of 6 per cent., and in some cases reaching 7 per cent., on deposits, or where loans on prop-

erty at 6 per cent. can be secured and paid off in small weekly instalments.

In 1904 the MANUFACTURERS RECORD published a series of articles on building and loan associations and the opportunity this method of co-operative saving offered to Southern working people, written by the late D. A. Tompkins of Charlotte, N. C., a wealthy man and one of the foremost developers of the industrial South, and largely responsible for the development and success of building and loan associations in that State. In Mr. Tompkins' written testimony of the value of building and loan associations to the man who wants to save and own his home, he said:

"When I was a machinist, the building and loan association made for me an opportunity for regularly saving a portion of my pay. While working for wages, and later when receiving a salary, I accumulated some little capital, and was always getting an enforced training in economy and promptness. The conditions imposed by the association, or regular and prompt payment of dues or submission to a fine, made just enough coercion to enforce upon me the habit of regular savings and prompt payments. Since I entered upon business of my own account, and the shares which I have carried in the building and loan associations have ever given me a feeling of security in the consciousness of holding a reserve fund."

Building and loan associations have had their greatest growth in Baltimore, Charlotte and Philadelphia. At Frankford, a suburb of Philadelphia, the first association was organized in 1831. They have been successful in other parts of the United States, Canada and Great Britain. In American building and loan associations each member or depositor is a stockholder and each is independent of all the others, and no one is responsible for any other. In brief, they are private corporations for the accumulation of savings and for the loaning of money to build and buy homes. It is not a money-making scheme for the promoters. Some of the larger ones pay salaries to officials, and the secretary who receives payments and keeps the books is almost universally paid a salary, even in the smallest associations. It is purely a benefit to the community or city in developing building and encouraging thrift.

The plan of organization usually followed (though the laws of different States impose different requirements) and in practice in Maryland, is as follows:

Three or more persons may form a building and loan association. Officers are chosen—president, one or more vice-presidents, secretary and treasurer, a board of directors, and attorney, who looks after the legal side of all loans. A stated capital is authorized, with the stock divided into shares of \$100, \$104 or \$130 each; constitution and by-laws prepared and a State charter secured under the general laws. A passbook in which is printed the by-laws is issued to each member. In it are entered the weekly dues and interest, and expense payments if the member is a borrower, or merely the dues if he is not a borrower. An office in the community convenient to the members is secured at a nominal rental, where meetings are held once a week in the evening. The larger associations in most cases have special offices or buildings of their own and keep usual banking hours.

If an applicant wishes to become an investing member of the association, or a free-share holder, he subscribes to a given number of shares, on which he pays a certain amount periodically, the common practice being weekly. These shares, or stock, are sold and paid for in weekly instalments, usually of 25 cents a share, on which interest—called dividend because it is upon shares of stock—at the rate of 6 per cent. is received by the depositor or stockholder. When a borrower seeks a loan, he also becomes a member and subscribes to the number of shares to cover the amount of loan desired, and in weekly instalments apportioned to dues—money paid in on the principal—interest and expenses redeems the loan, which usually runs for six to ten years. Every member, whether he be an investor or borrower, is a stockholder. Members buy their stock as in an ordinary corporation, but instead of paying for it at once it may be paid for in instalments.

It is not amiss at this point to mention that amazingly few

building and loan associations have failed, though they pay on deposits 6 per cent., and have proven as safe as any other savings institution conducted on sound business principles.

An investor becoming a member pays an entrance fee of 25 cents a share. If he subscribes for four shares he pays \$2 the first week, i. e., \$1 entrance fee and \$1 deposit, and every week deposits \$1 toward the amount of his stock until such sums, with the accrued interest dividends allowed the member, equals \$400, the value of the four shares at \$100 each. Interest, called dividend, is usually payable every six months, and the method of calculating it varies and is often this: If dues were being paid January 1, 1919, the member would receive 3 per cent. on balance to his credit July 1, 1918, after deducting therefrom any withdrawal during the six months ending December 31, 1918. Some associations also pay an additional 1½ per cent. on all money paid in during the six months' period from July 1 to December 31, 1918, while others confine the 1½ per cent. to money paid in between July 1 and October 1, 1918. To illustrate, here is an example of a member who joins the association with the intention of saving \$1 a week. He takes four shares of \$130 each, pays an entrance fee of \$1 (25 cents per share), and then begins to pay \$1 per week on account of the four shares.

ACCOUNT STARTED JANUARY 1, 1917.

Deposited on January 1, 1917.....	\$1.00
Deposited from January 1, to July 1, 1917.....	25.00
	<hr/> \$26.00
Six month's dividend July 1, 1917, 1½ per cent. on \$13.00 to April 1, 1917.....	.20
	<hr/> \$26.20
Deposited from July 1, 1917, to January 1, 1918.....	\$26.00
January 1, 1918, dividend 3 per cent. on \$26.20.....	.78
January 1, 1918, dividend 1½ per cent. on \$13.00 to October 1, 1917.....	.20
	<hr/> \$53.18
March 5, 1918, withdrew.....	\$25.00
	<hr/> \$28.18
Balance to credit of depositor.....	\$26.00
Deposited from January 1, to July 1, 1918.....	.55
July 1, 1918, dividend 3 per cent. on \$28.18.....	.20
July 1, 1918, dividend 1½ per cent. on \$13.00 to April 1, 1918.....	
	<hr/> \$55.23
Deposited from July 1, 1918, to January 1, 1919.....	\$26.00
January 1, 1919, dividend 3 per cent. on \$55.23.....	1.66
January 1, 1919, dividend 1½ per cent. on \$13.00 to October 1, 1918.....	.20
	<hr/> \$83.09
Balance to depositor's credit January 1, 1919.....	\$83.09

Now as to the loaning feature of the association, on which its success depends. Building and loan associations make loans at 6 per cent. interest on first mortgages and in some cases on second mortgages up to two-thirds or three-quarters of the value of the property on which the money is wanted. As a borrower has to become a member to secure a loan, he takes the required number of shares equal to the amount of the loan. Before the association makes the loan it is passed upon by a committee of the association, usually composed of three members. If, for instance, a man wanted to borrow \$1040 in an association having shares of \$130 each, he would take out eight shares, pay an entrance fee of 25 cents a share, equaling \$2; pay a president's fee of \$2 as a rule, some more or less in various associations; he would also pay the committee members 50 cents each for inspecting the property offered as security for the loan, who would report to the directors as to whether it was a safe and proper loan. In addition to those expenses, there would be the attorney's fee for examining the title and preparing the papers. The association charges \$7.80 a year on shares of \$130, which is 15 cents a share per week, or exactly 6 per cent. on \$130 for one year. For the eight shares, of course, he would pay eight times the 15 cents interest a week on one share, or \$1.20 a week. He pays also dues of 25 cents a share per week to account of the principal of the loan of \$1040. In this case it would equal \$2 a week for the eight shares toward redeeming the loan. Several plans of operation are followed by different associations, but it is believed the "drop interest plan" is the most popular. Whenever and as often as the payments of \$2 a week toward the principal aggregate \$130, which is one share paid up, the interest, under this plan, on such share from that time ceases to be paid, so that the borrower after the first share is paid off pays at the rate of \$1.05 a week until the dues paid have aggregated another share of \$130 on account of the principal, when another 15 cents interest ceases to be paid by the borrower, and so on, dropping 15 cents a week each time a share is paid up until the loan is repaid, usually at the end of 10 years.

As the association, in connection with a loan, is vitally interested in seeing that the taxes and other fixed expenses on the property are regularly paid, because they constitute liens which

are prior to the mortgage, and in seeing that the property is kept insured, the borrower is required to pay into an expense account, every week, an amount equal to one-fifty-second part of such annual expenses on the property. For instance, if the taxes on the property amount to \$63 and the insurance premium \$15 a year, or a total fixed charges of \$78, the borrower would pay into the expense account, in addition to the dues and interest, \$1.50 a week. Out of the expense fund the association pays these charges as they accrue. In the case of the \$1040 loan, the borrower would make the following weekly payments:

Dues (on account of principal or loan).....	\$2.00
Expense account.....	1.50
Interest (initial, this amount decreasing as each share is paid up).....	1.20
	<hr/> \$4.70

These amounts are all entered in the member's passbook every week, as they are paid by him. If the amount to the credit of the borrower in the expense account at any time proves insufficient through fluctuations in the amount of fixed charges, the borrower is called upon to make good the deficiency, and if too much has been paid, it, of course, is refunded to the borrower or credited to the loan account. If the borrower fails to pay the installments when due, fines which are regulated by the by-laws are imposed, usually about 5 cents a share per week. It, of course, is up to the officials of the association whether to fine the delinquent members or not.

How is it possible for building and loan associations to pay 6 per cent. interest to the free shareholders, or depositors, when it charges 6 per cent. interest on its investments in mortgage loans? First, the association receives an entrance fee of 25 cents a share from every member, whether he be a borrower or an investor. There are also fines assessed to delinquent members. Some associations charge a bonus, varying up to 3 per cent. on the balance due the association in event the borrower pays off his loan prior to its regular maturity; that is, if \$1040 was borrowed and by the regular weekly dues the loan had been paid off down to \$540, and then the borrower desired to close the loan, some associations would charge 3 per cent. on that \$540, or \$16.20, for the privilege of making the association take the money before it was due, and run the risk of reinvesting it promptly. This plan is also to discourage the borrowers from dumping money back on the association's hands when the association may not have any immediate use for it. The essential success in operating a building and loan association is to keep every dollar of deposits constantly invested in mortgage loans. Revenue from entrance fees, fines and bonuses contribute toward the association's income.

It must be borne in mind that borrowers are constantly paying back on the loans. The non-borrowing members, or investors, are likewise paying on their shares, so that the funds are constantly being reinvested.

While in an individual case it appears that a borrower pays only 6 per cent. on the loan, and it is practically 6 per cent. per annum on the amount borrowed, the association is actually receiving more than 6 per cent. because the interest does not lessen until the aggregate dues paid by the borrower equals one share under the "drop interest" plan. As, for example, when a borrower has paid dues aggregating \$90, the association has the use of that \$90, or any sum up to the full amount of the share, and in all probability has reloaned it to another borrower at 6 per cent., although it is still receiving 6 per cent. on it from the first borrower. That is to say, the first borrower, at the time he has paid off \$90 on his share, only owes the association a balance of \$40 on that share and yet he is paying 6 per cent. on \$130 and the association is making another 6 per cent. from some subsequent borrower on the \$90. While that affects the borrower to an unappreciable extent, owing to the fact that the amount involved is very small and he could not make it earn him 6 per cent., it amounts to quite an item to the association when you consider the great number of loans in various stages of payment.

Associations make more money on a small loan than on a large one. Suppose the association had on hand \$5200, 40 shares at \$130 each, to lend. If it loaned that sum to one borrower, the borrower would pay \$10 a week due at 25 cents a share. In that case the borrower would complete the payment of a share in 13 weeks, when his interest would drop. If the association, in

stead of loaning the \$5200 to one borrower, split it into five loans of \$1040 each to five different borrowers, it would require 65 weeks before a share would be paid up, because each of the five borrowers are separately paying toward five different \$130 units, or \$650 in all, and the interest would not drop until the whole \$650 is paid, as distinguished from \$130 in the case of the \$5200 loan. In other words, the longer the time required for completing the full payment of a share, the longer the association is earning the original 6 per cent. as well as the additional 6 per cent. upon the reinvestment of the money which has been paid by the first borrower.

Associations also are able to borrow money from banks at from 5 to 5½ per cent. when they have more loans than they can accommodate, and this it loans to its borrowers, and thus earns considerably more than the money cost it.

Another source of revenue to the association is the benefit of the interest it earns by investing the monies constituting the expense accounts of borrowing members, which accounts, in associations having \$100,000 assets, probably amount to as much as a \$6000 or \$7000 average balance.

Associations as they are generally operated are not under any heavy expense. Rent for office and meeting space is small, except in the larger associations, and clerical and official salaries are negligible. Until they become very large they generally meet once a week when the board of directors meets, all payments are received, applications for loans received and committees appointed to investigate property offered as security for loans, and loans granted. The directors receive their compensation, as a rule, solely by the committee's fees. The president receives a fee generally of \$2 for superintending the consummation of each loan, and a fee of generally \$1.50 on each release of a mortgage. The secretary has most of the work to do. He receives the money, enters it into the passbook and keeps the association's books. He generally gets a salary, probably a dollar or two a week in an association just beginning business. The treasurer's duties consist in receiving the money from the secretary at the close of the evening's business, depositing it in bank and drawing checks.

In mutual plan associations, the only difference between the plan as outlined, "drop interest plan," is that the borrower continues from the beginning to the end of his loan to pay the same amount of interest every week irrespective of the fact that at any stage of it he has paid off a portion of the loan. In this class of associations the borrower receives a dividend based upon the amount of dues he has paid in, just as a non-borrowing member would receive. The dividends received by the borrower tend to offset the continuing interest payments, and in the long run the result with respect to both plans is about the same.

Very often in the mutual plan association the par value of a share is \$100, upon which dues of 25 cents a week are paid and interest of 12 cents a week, equaling about 7.8 per cent. per annum per share, instead of 15 cents a week or 6 per cent. on a \$130 share. It is said that the mutual plan associations are not popular. They were originally the only form known, but in recent years the "drop interest" plan has been developed almost exclusively. Some people object to the mutual plan because they become in effect dependent upon the earnings of the association to reduce the interest down to a net amount which would equal the net interest payable under the drop interest plan mortgage.

To obtain information regarding the present condition of building and loan associations in all parts of the country and to ascertain the sentiment in regard to the establishment of Federal Home Loan Banks, the United States Department of Labor recently sent out a questionnaire, the returns from which from 1211 associations, representing 25 States and District of Columbia, contain valuable information on the building situation.

According to the questionnaire returns, 63 per cent. of the associations are now being offered more business than at this period of last year. Many of the reports show increases of from 10 to 1500 per cent. over 1918 in the volume of business.

Forty per cent. of the associations report that ordinary receipts are insufficient to supply the demands for desirable loans. One-half or more of the associations in the States of Connecticut, Michigan, Nevada, New Jersey, North Carolina, Oklahoma, Pennsylvania and Wisconsin are reported to be thus hampered. The opposition to the proposed Federal Home Loan Bank measure, which is designed to enable building and loan associations to realize on their long-time mortgages and thus to meet increased

demands for loans is comparatively slight, less than 10 per cent. of the associations queried having opposed the plan, many of the adverse opinions having been accompanied by the admission that the exact object of the Federal Home Loan Banks was not understood.

Homer L. Ferguson Elected President of Chamber of Commerce of the United States.

Washington, D. C., May 17.—[Special.]—Homer L. Ferguson, president and general manager of the Newport News Shipbuilding and Dry Dock Co. of Newport News, Va., has been elected president of the Chamber of Commerce of the United States.

Mr. Ferguson has been a member of the board of directors since February, 1914, and actively identified with the chamber's work. He succeeds as president Harry A. Wheeler of Chicago, who declined re-election.

In addition to Mr. Ferguson, the following other officers were elected by the board:

Vice-Presidents.—Eastern District, A. C. Bedford, New York; North Central, Joseph H. Defrees, Chicago; South Central, Thos. F. Gailor, Bishop of Tennessee.

Honorary Vice-Presidents.—Harry A. Wheeler, Chicago; John H. Fahey, Boston; A. B. Farquhar, York, Pa.; Charles Nagel, St. Louis; R. G. Rhett, Charleston, S. C.

Executive Committee.—Joseph H. Defrees, Chicago, chairman; Max W. Babb, Milwaukee; A. C. Bedford, New York; W. L. Clause, Pittsburgh; L. S. Gillette, Minneapolis; P. H. Gadsden, Charleston, S. C.; Frederick J. Koster, San Francisco; James R. MacColl, Pawtucket, R. I.; C. A. Otis, Cleveland; L. E. Pierson, New York; M. J. Sanders, New Orleans.

Twelve members of the board of directors have been named by the chamber's membership as follows:

Frank H. Johnston, New Britain, Conn. (re-elected); Lewis E. Pierson, New York (re-elected); Henry M. Victor, Charlotte, N. C.; P. H. Gadsden, Charleston, S. C.; Frank Kell, Wichita Falls, Tex.; Clarence H. Howard, St. Louis (re-elected); Max W. Babb, Milwaukee (re-elected); George H. Barbour, Detroit; Charles C. George, Omaha; A. E. Carlton, Colorado Springs, Col.; J. E. Chilberg, Seattle (re-elected); Frederick J. Koster, San Francisco.

Increased Packing Facilities Required to Meet Larger Production in Mississippi.

Jackson, Miss., May 19.—[Special.]—Doubling the capacity of the Natchez Packing Co., a subsidiary of Wilson & Company, within the next few months is forecast by officials of that plant, who base their belief upon the increase of hogs and cattle in Mississippi during the past 12 months.

A 100 per cent. increase in hog production has taken place in the past year in the more important stock-raising counties. At present the Natchez Packing Co. only gets 20 per cent. of the hogs raised in the State, chiefly because Natchez is on a branch railroad, and stop-overs cause rapid loss of weight. Efforts to overcome this handicap, however, are now being made by the heads of the packing plant and the Natchez Chamber of Commerce, and better connections are expected.

The packing company, assisted by county home demonstration and home economic agents, is making a campaign to popularize its products, so that Mississippi housewives will call for home-raised and home-cured meats.

Ham from "soft" hogs, that is, hogs not fed out for weeks on corn, is being made, and distributed, and if it can be popularized, it will mean a great deal of money to Mississippi hog raisers, who will not be forced, as they are at present, to take lower prices for their unfinished porkers.

Electric and Other Machinery Wanted.

ING ALFREDO STAUBLE, Foro Bonaparte 70, Milan, Italy.—Is engaged in wholesale and retail business; also acts as manufacturers' agent. Principal lines of goods: Electrical machinery, electric railway equipment, telegraph and telephone materials, wire for electrical purposes, electric-light fixtures, electrical supplies in general, telegraph poles, medical electric apparatus, electrical instruments; also, machines, tools and technical articles for supplying mills and factories. Desires to represent American manufacturers for Italy. Correspondence suggested in either Italian or French.

Sixty-Four Cargo Carriers Built in Twenty Southern Yards Within Twelve Months

By E. T. HOLLINGSWORTH, JR.

Jacksonville, Fla., May 14.

Sixty-four wooden, steel and concrete ships for the new American Merchant Marine were built, equipped and many placed in active service by shipyards in the Southern district extending from Savannah, Ga., to New Orleans, La., within the period of one year. This is truly a wonderful record for a section that has in the past been known as mainly an agricultural section.

Filled with ardor over the prospects of doing their part in the war which their country was beginning to wage, would-be shipbuilders, many of whom knew no more about the industry than would be expected of a man whose sea experience boasted of a trip from Key West to Havana, rushed to Washington and placed their ambitions and financial status on the table before the powers that were, this being in the summer and fall of 1917.

Successful in securing contracts to build ships where ships had never before been built, these men, typical of America, returned to the South, and within three months after had yards in operation and keels laid for 3500-ton wooden cargo carriers, 4500-ton composite boats and 6000 and 9000 ton steel ships. But the sailing was not easy and many were the pitfalls and handicaps which they were forced to face and overcome before definite results could be obtained, principal among which was that of experienced labor. However, the workmen themselves realized their deficiencies, and during the entire period of the war made every effort to increase their knowledge of shipbuilding in order to help bridge the sea with ships.

The first keel in the Southern district was laid August 31, 1917, by the American Shipbuilding Company of Brunswick, Ga., and the first 3500-ton wooden hull was launched at the plant of the Tampa Dock Co., Tampa, Fla., on May 8, 1918, after which the J. M. Murdock yard, in Jacksonville, launched the second wooden ship on June 24, 1918, and the Merrill-Stevens yard, in Jacksonville launched the first composite vessel on May 30, 1918, this plant also making a record in keel laying, and has since turned out four composite and one steel vessel.

Of the concrete ships contracted for in the Southern district, the *Atlantus* was the first to be built and launched by the Liberty Shipbuilding Co., Brunswick, Ga., while the A. Bentley & Sons Co., at Jacksonville, are completing two 7500-ton concrete tankers, and the Liberty Shipbuilding Co. of Wilmington, N. C., are building two 3500-ton concrete cargo carriers, and the Fred T. Ley Company at Mobile are turning out concrete ships for the Shipping Board.

Thus, with 64 ships in the water and many more on the ways nearing completion, the South has, without boasting, shown the "doubting Thomases" of the North and West that she can build ships with the best of them, and now, after the flurry and worry of war construction is over, many of the plants have decided to continue indefinitely with shipbuilding, having private contracts for steel, wood and concrete vessels, so that the future of the industry in this section seems to be assured.

Following is the list of ships built in the South and the date of keel laying and launching:

American Shipbuilding Co., Brunswick, Ga.		
Name.	Keel laid.	Actual launching.
Alabat	Aug. 31, 1917	June 29, 1918
Casmalia	Sept. 29, 1917	Sept. 2, 1918
Alcoy	Oct. 10, 1917	Dec. 24, 1918
Bridgewater	Feb. 16, 1918	Apr. 5, 1919

Terry Shipbuilding Corp., Savannah, Ga.		
Name.	Keel laid.	Actual launching.
Quinneseo	Oct. 22, 1917	June 5, 1918
Oglethorpe	Oct. 9, 1917	July 4, 1918
Baganito	Oct. 6, 1917	Sept. 4, 1918
Borad	Oct. 6, 1917	Sept. 28, 1918

Southland Steamship Co., Savannah, Ga.		
Name.	Keel laid.	Actual launching.
Director	May 29, 1918	Aug. 31, 1918
Laborer	May 29, 1918	Oct. 13, 1918
Explorer	June 6, 1918	Nov. 4, 1918
Traveler	May 31, 1918	Jan. 11, 1919

United States Maritime Corp., Brunswick, Ga.		
Name.	Keel laid.	Actual launching.
Euharisee	Jan. 8, 1918	Oct. 10, 1918
Fernandina	Jan. 8, 1918	Nov. 12, 1918
Weequahic	Feb. 26, 1918	Mar. 20, 1919

Liberty Shipbuilding Co., Brunswick, Ga.		
Name.	Keel laid.	Actual launching.
Atlantus	(Not given)	Dec. 4, 1918

St. Johns River Yard, Jacksonville, Fla.		
Name.	Keel laid.	Actual launching.
Baxley	Nov. 17, 1917	July 22, 1918
Caribou	Nov. 24, 1917	Sept. 18, 1918
Mayport	Dec. 6, 1917	Nov. 16, 1918
Waybut	Jan. 4, 1918	Dec. 31, 1918

J. M. Murdock Yard, Jacksonville, Fla.		
Name.	Keel laid.	Actual launching.
Dancey	Nov. 28, 1917	June 24, 1918
Harish	Jan. 3, 1918	Sept. 2, 1918
Ft. George	Aug. 1, 1918	Jan. 20, 1919
Ft. Lauderdale	Sept. 19, 1918	Apr. 10, 1919

Morey & Thomas Yard, Jacksonville, Fla.		
Name.	Keel laid.	Actual launching.
Ragoso	Dec. 14, 1917	Sept. 10, 1918
Bedminster	Dec. 12, 1917	July 4, 1918
Tyee	Jan. 3, 1918	Nov. 11, 1918
Kusdeca	Feb. 23, 1918	Dec. 24, 1918
Chion	Aug. 7, 1918	Apr. 8, 1919

Merrill-Stevens Shipbuilding Corp., Jacksonville, Fla.		
Name.	Keel laid.	Actual launching.
Red Cloud	Sept. 29, 1917	May 30, 1918
Apalachee	Oct. 11, 1917	July 4, 1918
Kanabec	Nov. 27, 1917	Aug. 24, 1918
Rotsford	Nov. 27, 1917	Aug. 3, 1918
Ashbee	Mar. 21, 1918	Feb. 20, 1919

Tampa Dock Co., Tampa, Fla.		
Name.	Keel laid.	Actual launching.
Namecki	Oct. 27, 1917	May 8, 1918
Agria	Oct. 29, 1917	July 4, 1918
Coulter	Nov. 3, 1917	Oct. 18, 1918

Oscar Daniels Company, Tampa, Fla.		
Name.	Keel laid.	Actual launching.
Yomachichl	Apr. 5, 1918	Feb. 22, 1919

Tampa Shipbuilding & Engineering Co., Tampa, Fla.		
Name.	Keel laid.	Actual launching.
Lithopolis	(Not given)	Mar. 3, 1918
Everglades	(Not given)	July 29, 1918

Pensacola Shipbuilding Co., Pensacola, Fla.		
Name.	Keel laid.	Actual launching.
Cuchnoc	June 21, 1918	Mar. 15, 1919

Alabama Shipbuilding Co., Mobile, Ala.		
Name.	Keel laid.	Actual launching.
Banago	Oct. 29, 1917	July 4, 1918
Alta	Dec. 26, 1917	Jan. 13, 1919

Mobile Shipbuilding Co., Mobile, Ala.		
Name.	Keel laid.	Actual launching.
Balino	Dec. 18, 1917	Aug. 28, 1918
Balasaro	Jan. 2, 1918	Nov. 10, 1918
Morganza	Dec. 27, 1918	Sept. 28, 1918
Dalgada	Jan. 2, 1918	Nov. 30, 1918
Obak	Jan. 8, 1918	Feb. 25, 1919

Dicke-Budgett Shipbuilding Co., Pascagoula, Miss.		
Name.	Keel laid.	Actual launching.
Pascagoula	Aug. 21, 1917	May 15, 1918
Helair	Aug. 22, 1917	July 4, 1918
Cawker	Aug. 31, 1917	Sept. 4, 1918
Berla	Sept. 17, 1917	Nov. 16, 1918
Panza	June 28, 1918	Feb. 28, 1919

Hodge Ship Co., Moss Point, Miss.		
Name.	Keel laid.	Actual launching.
Alpaco	Oct. 2, 1917	July 4, 1918
Banaran	Oct. 23, 1917	Jan. 24, 1919
Boonsborough	Dec. 4, 1917	Sept. 18, 1918

Dantzler Shipbuilding Co., Moss Point, Miss.		
Name.	Keel laid.	Actual launching.
Boone	Oct. 1, 1917	Aug. 15, 1918
Moss Point	Oct. 15, 1917	Oct. 19, 1918
Aberfohl	Nov. 27, 1917	Jan. 15, 1919

Louisiana Shipbuilding Co., Slidell, La.		
Name.	Keel laid.	Actual launching.
Buckhannon	Nov. 28, 1917	Nov. 19, 1918
Capello	Dec. 21, 1917	Feb. 29, 1919

Jahncke Shipbuilding Corp., Madisonville, La.		
Name.	Keel laid.	Actual launching.
Bayou Teche	Oct. 31, 1917	July 4, 1918
Balabac	Oct. 31, 1917	Sept. 29, 1918
Abberville	Nov. 17, 1917	Jan. 19, 1919

Warfield Plan to Return the Railroads

HOW INDUSTRIAL ACTIVITIES WERE CHECKED—WHAT MUST BE DONE—ELIHU ROOT'S OPINION—RATES ARE FUNDAMENTAL, NOT NEW SECURITIES.

S. Davies Warfield of Baltimore, president of the National Association of Owners of Railroad Securities, in addressing the Missouri Bankers' Association in annual convention at St. Louis last week, gave a clear description of the advantages of the plan that the association of which he is president has prepared for the return of the railroads by the Government to their owners. In the course of his remarks he said:

"The solution of the problems of the railroads in its importance and relation to the maintenance of general credit and sound business is second to no other undertaking, including even the work you have just so successfully concluded for the Government—the placing of the Victory loan. For the outstanding billions of securities of the railroads amount to more than our Government's total war debt, less loans to our Allies, and whatever adversely affects so vast a volume of securities with their intimate relation to every walk of life must also adversely affect general credit and general security values. Permit me to impress upon you briefly the seriousness of the situation that confronts the railroads and business and financial enterprise which depend upon them. The deficit from Government operation for the present year bids fair to pass the billion-dollar mark. The new wage increase granted to men in train and engine service, and made retroactive to January 1, equals \$65,000,000. There is now under consideration and likely to be granted an additional wage increase to nearly all of the same workers of \$55,000,000, a total of \$120,000,000. This must, therefore, be added to the already startling deficit. * * *

"Millions of dollars of railroad equipment purchased for war purposes at double their actual value and allocated to railroads have not been accepted by those railroads, and in many cases if they shall be accepted or are forced upon the railroads it will not be possible for many of them to exist. These are the questions with which you will have to deal, for Congress has been called in extra session to determine these and other questions of great moment to you and country. * * *

"Under the provisions of the Federal Control Act the owners of these properties are entitled to receive each of them back under the wording of the act 'in substantially as good repair and in substantially as complete equipment as it was at the beginning of Federal control.' And yet the Railroad Administration, if it expects to return these properties to the owners within the time specified by the Federal Control Act, has not made one move toward putting them in the condition that Congress obligated itself to put them.

"When taken over under Government control and operation the railroads were stripped of their principal traffic men and the traffic departments curtailed, likewise the industrial and agricultural departments of the railroads. And while the Government credited themselves with the expenditures made under private operation to maintain these departments, built up by expenditures of millions of dollars, no allowance was made to the railroads in the standard return they are entitled to receive under the Act. Do you suppose you can correct the deficit now existing and climbing month by month unless you give the railroads back the machinery under which the meager earnings they were permitted by the Government to earn were earned? One of the most effective lines for promoting the industrial and agricultural development of this country was the work done by the traffic and industrial and agricultural departments of these great properties. Many an enterprise would not be existing today had it not been for what is known as competitive service between railroads which stimulated industrial and agricultural pursuits.

"All of this was laid aside in the effort of the early Railroad Administration to produce a transcontinental scheme of railroad unification, which resulted in an experiment more costly than any that has ever been undertaken by our Government. Congress has ordered the railroads returned within 21 months after proclamation of peace, and the first thing the Railroad Administration should be looking to in order to carry out the mandate of Congress is to prepare for this return. On the contrary, the railroads are moving farther and farther from the condition in

becoming poorer and poorer. Slow strangulation is going on, and the great danger that confronts you is not that the country wants Government ownership, but it will be forced upon you by a gradual confiscation of your properties where nothing else can be done but their taking over by the Government.

"These are briefly the conditions you are called upon to combat. If adequate legislation is not enacted by the Congress for the protection of the securities and credit of these properties we will see financial chaos. And yet, only recently I received a letter from a banker in Cleveland who stated he wished to see the railroads returned promptly, legislation or no legislation, and set out in glittering generalities things that should be done without any method for their accomplishment. It is fortunate there are few of this class. And this is our great danger—lack of knowledge of conditions and failure to understand the technical questions involved in the situation. * * *

"I have here an analysis made of all the testimony given before the Interstate Commerce Committee of the Senate at the last session of the Sixty-fifth Congress. It has been made with great care by one of our advisory counsel and concurred in by all of our advisory counsel, who are former Senator Elihu Root, John G. Milburn of New York; Johns S. Miller, Chicago; Forney Johnston, Birmingham, Ala., and Hugh L. Bond, Jr., Baltimore, Md.

"Based on this analysis we have a letter from former Senator Root. With your permission I will now read it."

In this communication, addressed to Mr. Warfield, Mr. Root said:

"I have read with much interest and entire agreement Mr. Forney Johnston's brief upon the pending railroad legislation, and I have examined carefully the plans to which he refers by Mr. Morawetz, Mr. Warburg and the railroad executives. All these plans contain very interesting proposals, and the high character and ability of their authors entitle them to great respect. It seems to me, however, that the plan proposed by your association and called by your name is the only one which deals adequately with the real difficulty in the railroad situation. I think you have put your hook into the key log of the jam in which our railroads are piled up without power to move forward, and I think no one else has.

"I should not venture to say this were I not satisfied that the real difficulty is not a matter of banking or of railroad operation, or of division between Federal and State control, but that it is a very simple and stubbornly held opinion about railroad profits which prevails among the people of the United States. * * *

"Under these circumstances the vital question to be answered is: Why is it that instead of fostering enterprise at one time without controlling rates and controlling rates at another time without fostering enterprise both cannot be done at the same time? Why is it that rates cannot be so fixed under Government control as to give a reasonably safe return for investment, and at the same time be fair to the public? I think the question was answered by Senator Cummins and Interstate Commerce Commissioner Clark in the recent hearing. I quote from the report:

"Senator Cummins: Mr. Clark, you recognize, of course, that the great difficulty in the adjustment of rates in the past year—one of the great difficulties—has been that two roads which must do business upon the same rates cannot do business with the same outcome. That is to say, the rates that will make one road rich will put another road into bankruptcy.

"Commissioner Clark: That would be so. Yes.' And it was answered by Director-General Hines in the same hearing when he said: 'Any level of rates which will provide enough revenue to sustain the weak roads will give the strong roads more than the public is willing for them to have.'

"There is the difficulty. The whole system of rate regulation and the whole business of transportation rest upon the necessity that rates for competing roads shall be the same. Yet rates so low as to prevent the most favorably situated railroads from receiving excessive returns for their service will ruin the bulk

of the railroads of the country, while rates so high as to permit the bulk of the railroads of the country to live will give to the most favorably situated roads returns that the American people will not stand for. If that difficulty is solved, all other questions are comparatively easy of solution. Our present law leaves that difficulty as an insuperable obstacle to fair rate-making. I think the simple provisions which you have suggested do solve the difficulty. If Congress follows your suggestion and fixes a fair rate of return for the railroads of each rate-making district as a whole and requires the rate-making authorities to fix rates which will presumptively yield that rate of return, and then requires that in case any particular road makes more than the prescribed return the excess shall be taken by the Government and disposed of equitably as you propose to promote the public interest in transportation, there is no reason why railroad credit should not be re-established and railroad development proceed promptly, and with it the development of the business of the country.

"This being done, all the rest of these elaborate plans becomes mere machinery—much of it unnecessary machinery—including doubtless many useful provisions and some necessary provisions which are adequately provided for in your plan also.

"I wish, however, to say one thing about the idea of compelling Federal incorporation, whether as applied to existing railroad companies or new consolidated regional companies. I think that comes under the head of machinery, which is not only unnecessary, but mischievous. The process of getting all the \$17,000,000,000 of railroad securities of the 2300 railroads of the country away from the millions of present holders with all the litigation and injustice and dissatisfaction and obstruction of credit involved would require so many years of controversy that it would not meet the present exigency. The patient would be dead before the remedy was applied, and nothing useful would be gained after it was over, for the power of Government to regulate the present corporations is practically as complete as it would be to regulate the proposed Federal corporations. There is really only one avowed purpose which could be accomplished by that plan, and that is to withdraw the railroads entirely from the jurisdiction of the State commissions. This is unnecessary, because Congress has power to authorize the Federal rate-making authorities to overrule the State commissions in respect of rates which interfere with the Interstate Commerce rates. The State commissions ought not to be destroyed. The people along the lines of the railroads in the several States ought to have near their home bodies to which they can go for a redress of grievances against the railroads. They ought not to be compelled to go to Washington for that purpose. The State commissions have been of great value hitherto, and they ought to continue their useful service under the limitations imposed by the paramount necessities of interstate commerce.

"If the Federal incorporation plans mean anything more than I have stated, they mean Government ownership.

"The same observation applies to the idea of a Government guaranty. That means an attempt to assure a given income independently of rates instead of assuring rates subject to a limit of income. The inevitable result would be that no rates would be permitted beyond those necessary to make the guaranty good, and as the Government must make the guaranty good, there would be neither opportunity nor incentive for private enterprise in the management or development of railroads. The only real financial interest and the only active control stimulated by interest would be on the part of the Government, and this would lead inevitably to Government ownership. Your plan makes the railroads work for their living and assures them of a chance to earn it. The guaranty plan gives them their living whether they work for it or not. That is fatal to enterprise and to efficiency."

This concluded the letter from Mr. Root, and in closing his address Mr. Warfield said: "The danger that confronts the country is not that there is a sentiment at this time for Government ownership or Governmental control and operation, but that in the multiplicity of plans that have been suggested for the relief of the railroads, legislation may fail altogether at the special session of Congress and Government ownership may be forced upon us because of non-action. If the railroads are returned without adequate legislation financial chaos will result. This would disturb not only the financial structure of the country, but correspondingly business enterprise.

"Senator Root has clearly stated the situation. * * * This analysis shows the utter impracticability of attempting to correct the present difficulties of the railroads by providing machinery based upon securities to be issued by new and larger regional railroad companies to be formed for the securities of existing companies and proportionately as valuations are completed of the railroads. For the value of railroad securities, whether existing or to be issued, is based, after all, on railroad rates. The fundamentals of the plan of our association deal with rates. It can be quickly enacted into law and will solve the difficulties which have heretofore existed and which will continue to exist unless a method is adopted by the Congress based upon the fundamental principles of rate percentage return to the railroads and not dependent upon a Government guarantee on securities that does not necessarily depend upon rates."

Plans for \$7,000,000 Flood Protection and Reclamation Development for Wheeling, W. Va.

The city of Wheeling has under contemplation a plan of municipal improvement involving the reclamation of the entire Wheeling Creek Valley, resulting in the addition of several hundred acres of land to the city's area for purposes of commercial and industrial development and giving the city protection from floods for all time to come.

The plan was submitted recently by Worthington M. Jacobus, a well-known consulting engineer of Wheeling, to a representative assemblage of the business men and financiers of the city, and it was decided that the proposed scheme was feasible.

There were present at the meeting some of the nation's foremost consulting engineers. Arthur E. Morgan, chief engineer, and C. A. Bock, assistant chief engineer of the Morgan Engineering Co., in charge of the \$28,000,000 Miami River flood prevention project at Dayton, O., have gone over the plans presented by Mr. Jacobus, and declare that they can be carried through as outlined. It is their belief, so it is stated, that the completed program will save Wheeling thousands of dollars annually and also be worth many additional thousands in beautification of the city, even as Dayton, O., will be saved millions by its flood protection work.

The estimated cost of the project is \$7,000,000. The plan provides for diverting Wheeling Creek, which takes a winding course through the city for nearly two miles, by making an open cut through a narrow steep hill and reaching the Ohio River in a distance of about 1400 feet. It is planned to make this cut wide enough to carry the National Pike and trolley line, making an easy grade and shortening the distance.

About one-third of the city is made up of an island in the Ohio River. The engineers' plans provide for closing the channel between the city and the island, widening the west channel by hydraulic dredging and constructing a levee or embankment along the river front, which would give the entire city flood protection and eliminate four toll bridges.

Several new highways and parks are designed, and about 600 acres of land in the heart of the city would be available for housing and industrial uses.

Because of his observation of the ice flood in February, 1917, which caused disaster to hundreds of river boats, Mr. Jacobus has included in his plans provision for a protected harbor and river terminal where a great number of boats can anchor. Thus Wheeling as a shipbuilding center is among the possibilities when the entire project is finally consummated.

The United States District Engineer Office was represented at the meeting by Col. G. P. Howell, army engineer, and F. B. Duis, United States engineer. Mr. I. M. Scott, president of the Wheeling Steel & Iron Co., acted as chairman and appointed a strong committee, who will secure offices and get the preliminaries for the improvement started at once.

National Coal Association.

The annual convention of the National Coal Association is being held this week at the Congress Hotel, Chicago, Ill. Among the announced speakers are H. A. Garfield, United States Fuel Administrator; A. F. Sheldon, president of the Sheldon School and founder of the Business Science Society, and Harry A. Wheeler, ex-president of the Chamber of Commerce of the United States. J. H. Wheelwright of Baltimore, Md., is president of the association.

Largest and Most Complete Lumber Plant in South Florida Now in Operation at Manasota

[Special Correspondence Manufacturers Record.]

Tampa, Fla., May 17.

There is a time-honored joke about the meat-packing houses saving all the pork in a hog except the squeal, but the joke has never before been applied to a sawmill. However, I wish to state that at Manasota, in Manatee county, is a sawmill that will utilize the entire tree except the smoke.

The largest and most complete lumber plant in South Florida began operations at this point recently amid the blowing of whistles and cheering of the workmen, and the biggest development in this section is really under way.

The Manasota Lumber Corporation, W. J. Parrish, president, has purchased from the Manasota Land and Timber Co. the timber rights on 80,000 acres of land lying in Manatee and De Soto counties, and it is for the purpose of manufacturing the timber that this wonderful sawmill has been erected.

The operations of the Manasota Lumber Corporation are financed by Middendorf & Williams Co., Inc., of Baltimore, com-

posed of R. Lancaster Williams, president, and J. S. Cosden. Mr. Cosden is also president of Cosden & Co., one of the largest independent oil-producing and refining concerns in the Middle West.

To realize what money can do when wisely directed one has only to visit the Manasota Lumber Corporation's mill. Here, where a few months ago was a wilderness, now stands a plant, covering more than seven acres of ground, that outrivals anything of the kind in South Florida.

The capacity of the plant, which is a double-band sawmill, is 200,000 feet of lumber per day, requiring 40 acres of land to be cleared daily to keep the saws running.

The logging operations require 200 head of mules to haul the logs to the temporary railroad, which is built into the woods each day in order to keep up with the choppers. After reaching the railroad the logs are loaded on 60,000-pound capacity cars by a McGiffert loader and carried by the company's locomotive to the



GENERAL VIEW BIG SAWMILL, SHOWING LUMBER DECK AND INCLINE. POWER-HOUSE, FUELHOUSE AND BOILER-HOUSE IN REAR.



PLANING MILL AND SECTION OF LARGE PIPE USED TO CONVEY SHAVINGS, SAWDUST AND WASTE TO CENTRAL FUEL STATION.

In the South as in the North; that is, south of Virginia and Kentucky most of the fertilizer plants are running at or near capacity, and the average rate of production of the plants is probably 90 per cent. of the rated capacity.

The amount of acid owned or controlled by the Government, about 100,000 tons, is somewhat greater than one-half of a month's supply for the demand in the North under present business conditions.

FERTILIZER MATERIALS.—The month of April signifies the approach of the close of the season of the big demand for fertilizer materials for this spring's use. It has been estimated that consumption will be nearly 90 per cent. of that normally expected, which is a better showing than was hoped for at the beginning of the season. The ultimate consumer of fertilizer materials was slow in placing his orders during the early part of the usual active selling season, and waited for low prices. Though there was a decided improvement in the South as the season advanced, and especially during April, business in the North continued slow. Good weather, better labor conditions and the rapid handling of products by the railroads were all helpful factors in the situation. There has been little tendency to reduce prices, and suffer loss, on goods manufactured during the period of excessive costs, and in this respect the attitude of the Government with regard to nitrate prices may be cited as an example strictly comparable with the attitude among private producers. With labor costs as high as they have been, it is difficult to see how prices can be very much reduced. The agitation in the South to lessen the cotton acreage undoubtedly has been a factor in reducing fertilizer consumption in that section.

POTASH SALTS.—The situation with respect to domestic potash salts has been discussed widely in the current technical press, and from many viewpoints. There has been little change in conditions, and not much can be expected, in spite of the fact that only small amounts of potash salts have been imported, and that there is a declining market as long as the uncertainty over the foreign potash situation continues. It is expected that potash legislation will be considered as soon as Congress convenes, but just what form it will take is still a question.

Tariff legislation or a system of licensing imports only on agreement to buy a certain fixed proportion of domestic salts are the two main methods which have been discussed of affording relief to the domestic producers.

One of the most important events during the month of April was the importation of about 100 tons of Alsatian salts which came into New York. Though this was not enough to affect the domestic market in any way, such imports have a tendency to cause worry and to restrict buying. It is estimated that stocks on hand are approximately 15,000 to 20,000 tons of pure potash.

PHOSPHATE ROCK.—While railroad statistics are not at hand, the activity in the Mount Pleasant (Tenn.) field and the inquiry for unsold rock indicate that the requirements of phosphate rock for the manufacture of fertilizer, acid phosphate, etc., have considerably increased since last fall; and the impression is that with a reduction in the price of sulphuric acid there will be a large demand.

During the month of April there were local announcements of two new phosphate enterprises, namely, the Tennessee Agricultural Chemical Co., which has taken over the operations of the old Volunteer Phosphate Co., near Centerville, and the Columbia Chemical Co., which has purchased a tract of about 80 acres of land on the Pulaski pike near Columbia. Reports are that the latter company is just beginning to construct a three-mile railroad connection to the L. & N. line, and proposes to erect plants immediately. The company at Centerville now has one grinding mill in operation, purchased with the property, and is planning to add two more.

The Armour Fertilizer Works has recently completed and started to operate an extensive washer plant on its McKennon property in the Century field. The Ruhm Phosphate Mining Co. has just completed the rebuilding of both its washer and grinder plants, and in so doing has doubled its former output capacity.

In the Florida phosphate industry one of the factors of first importance is the shipping situation. The export business showed a marked increase during April as compared with March, but it is still comparatively quiet, as few bottoms are available, and the price for these is high. The export business is continuous generally throughout the year and is not seasonal. It is, moreover, usually carried on in raw rock, which is stocked abroad and converted into acid phosphate as it is needed. This year more than the usual acid phosphate is going abroad, because Europe has not had time to manufacture her normal requirements owing to the war. A big demand for export rock is anticipated after the peace treaty is signed, as the soils of Europe are badly in need of this fertilizer material.

NITRATE.—About the middle of April the United States Government announced that the price for nitrate would be continued at \$4.97½ per 100 pounds. The Government control of the situation, together with the fixing of the price, gives a degree of stability to the market. On account of the high price, however, buyers naturally are not taking any more than is absolutely needed in their business. The demand during April was reported to be fair, which undoubtedly is one of the main reasons for a continuance of the present policy of selling.

Improvement Reported in Coal Production.

The improvement in the production of bituminous coal which was recorded during the week ended May 3 continued through the week of May 10, according to reports of the United States Geological Survey, the output during such week being estimated at 8,430,000 net tons, as compared with 8,015,000 net tons during the week of May 3 and 7,378,000 net tons during the week ended April 28. During the same week of last year improvement also occurred when compared with the week of May 4, 1918, but such improvement failed to equal that of the current week. The daily average per working day is estimated at 1,405,000 net tons, and for the first time in a number of months exceeds the daily average for the calendar year to date, estimated at 1,359,000 net tons. For the period January 1 to May 10 the production of bituminous coal is estimated at 152,218,000 net tons, and falls approximately 25 per cent. below the output during the same period of last year, estimated at 201,023,000 net tons.

As in the case of bituminous production, improvement was also recorded in the anthracite field during the week ended May 10, the production being estimated at 1,750,000 net tons. The daily average during the week ended May 10 is estimated at 293,000 net tons, and while considerably below the daily average during the corresponding week of 1918, estimated at 334,000 net tons, it is far in excess of the daily average for the calendar year to date, estimated at 242,000 net tons.

Shipments of bituminous coal to all points from tidewater harbors during the week ended May 10 is estimated at 328,257 net tons, as against 397,174 net tons during the week preceding. Decreases during the current week occurred at all harbors with the exception of Philadelphia. The greatest decrease occurred at New York, the tonnage loaded declining to 178,250 net tons, as against 235,141 net tons during the week ended May 3.

The tidewater shipments to New England during the week ended May 10 amounted to 72,409 net tons, and was a slight decrease compared with the tonnage moved during the week preceding, 84,176 net tons. Hampton Roads was the lone harbor to show improvement during the week, while shipments from New York decreased approximately 8400 net tons, or 20 per cent.

The production of beehive coke in the United States during the week ended May 10 is estimated at 261,115 net tons, as compared with 298,893 net tons during the week preceding and 623,963 net tons during the week ended May 11, 1918. For the calendar year to date the production of beehive coke amounted to 7,762,124 net tons, as compared with 10,710,344 net tons during the same period of 1918.

The bituminous coal dumpings at the lower lake ports during the week ended May 3 are estimated at 589,790 net tons, as against 628,215 net tons during the week ended May 4, 1918.

For the season to date, however, the dumpings, estimated at 1,502,482 net tons, exceeds that for the same period of last year by approximately 180,000 net tons, or 15 per cent.

Rock Island Improvements.

A summary of work being done by the Chicago, Rock Island & Pacific Railroad Co. on its Arkansas division includes a large fill at Biddle, Ark., preliminary to the construction of additional tracks and buildings for the car department, the laying of 85 and 90-pound rails on several sections taking the place of lighter rails since January 1 last, while work has just begun on another section, the total of all this work being about \$250,000. A new bridge has been built over Petit Jean Creek at Danville, Ark., this structure including a ballast-deck trestle 825 feet long and two through girders of 75 feet each, these latter on four concrete piers. There are 3000 feet more of ballast-deck trestle to be built this year, the total being distributed at different points. A new station will be erected at Heth, Ark., and at Hulbert a new Y. M. C. A. building for railroad employees, this latter to cost \$60,000.

Road to Be Sold.

The Louisiana & Northwest Railroad, 115 miles long, from Natchitoches, La., to McNeill, Ark., will be offered for sale June 19 at the courthouse in Homer, La., by W. P. Leary of Shreveport, La., special master. The upset price is \$300,000.

China, Stand Up.

[Kansas City Times.]

China is much fussed up over what has happened to its province of Shantung in the Peace Conference. Germany had virtually appropriated the province before the war. And now Japan has taken it away from Germany and nobody is on hand to get it back for China. If this fireside companion were conducting a little class on international relations it would call on China to stand up and would then address it as follows:

"It's pretty tough, China, and we Americans are sorry for you. We had much rather Japan hadn't done it. But that's as far as our sympathy goes. We remonstrated with Japan in the secrecy of the Peace Conference and said the grab didn't harmonize with the Fourteen Points at all. But that's all the good it did. Japan was polite, but firm.

"While we sympathize deeply with you, we don't see our way clear to go out and get shot at on your behalf. That sort of thing would be noble, but it isn't being done this season. In the long run Heaven helps those who help themselves. When you have developed sufficiently, as you will some day, you will take back Shantung and we shall all cheer. Meanwhile we should advise you not to put too much confidence in what the League of Nations or any other philanthropic organization will do for you.

"What you do for yourself you can be sure of. What you expect somebody else to do for you—well, it won't fetch much on the market. We might be much more consoling if we should discuss the brotherhood of man. But we think in the long run you will be better off if you face the facts as they exist. And the facts mean that the millennium hasn't arrived, at least not so that anybody would notice it."

Building Activity Throughout Mississippi Gives Promise of What Will Soon Be Seen Everywhere.

Jackson, Miss., May 17—[Special.]—The long-expected building boom is getting under way in Mississippi and gaining headway every day. Lumbermen report an ever-increasing demand for all grades of their stuff, especially for the better ones, and are confident that their business will grow steadily throughout the good weather of the early summer.

With every hamlet, town and city in Mississippi in need of more houses and more business buildings, there is no reason why the boom should not continue for months. In the Delta section, particularly, millions of dollars is being put into homes, fine business houses, street paving and sewerage extensions and office buildings.

Despite the fact that the State bought \$50,000,000 worth of Liberty bonds during the past fiscal year, bank deposits have grown \$20,000,000 and bankers and business men agree that the State has never enjoyed such prosperity in its history as it does today.

Credit is easy, for the banks are glad to lend money, and the hesitation that came after the war, when there was a general wait for prices to come down, is rapidly disappearing.

Many schoolhouses will be built during the summer, ranging in price from a few thousand dollars to as high as \$15,000 and \$20,000. The rural districts of the State erect few buildings costing less than \$3500, and many consolidated school buildings already built cost as much as \$25,000.

Improvements at agricultural high schools, of which there are more than forty in the State, will also be carried on during the summer, additional dormitories being built in a number of instances.

Courses in farm mechanics, including the handling of tractors, will be given in several of the more progressive of these schools during next session.

The larger towns are all in crying need of modern apartment-houses, as servants are scarce, and the few modern apartments to be had at present are renting for enormous prices.

Building operations on the farms will be light during the next few weeks, as farmers are very busy with their late crops. Farmers have plenty of money, however, and will contribute materially to the building movement later in the summer.

Realty transactions in Jackson and the other larger Mississippi towns are increasing in volume, one of the most interesting

of recent months being the purchase of an old residence in the center of the business section here, where a modern office building will be erected by A. F. Daniels, a photographer, who already owns a large office building nearby.

Relation Between Building Costs and Insurance in Force.

Washington, D. C., May 17—[Special.]—All inflammable property in the United States is uninsured to the extent of from 50 to 80 per cent. Buildings are insured on the basis of property values appraised before the war. This means that those insured, on the basis of the fire losses of last year, will collect in the aggregate approximately \$150,000,000 less than they would if they carried insurance up to 80 per cent. of the present value of their property or the cost of rebuilding.

This condition is so serious that Walter A. Brown, president of the Washington Board of Trade, after consultation with the Board of District Commissioners, has asked the Chamber of Commerce of the United States to take up the matter and start a campaign of education.

"Last year about \$300,000,000 were paid for fire insurance claims," said Mr. Brown. "On the present basis of values, compared with pre-war costs, the claims this year, if they are up to the average, should be about \$450,000,000. This means that neglect to bring the insurance policy up to meet the increased cost of building has netted the property-owners an aggregate loss of \$150,000,000. If this kind of thing keeps up credit in many sections will be unsettled. Everybody knows that credit largely depends upon the willingness of business men to surround themselves with safeguards, such as fire and life insurance afford."

Of course, the fire insurance companies are not to blame. Property values have risen rapidly, but the owners have apparently failed to see that larger insurance protection is necessary.

Commendations, Kicks and Comments

Impossible to Estimate Its Value.

T. E. B. SILER, President Seng Creek Coal Co., Charleston, W. Va.—I want to acknowledge our very high appreciation of the MANUFACTURERS RECORD and its work. I consider it impossible to estimate the value of your journal to the United States at large, and especially the South.

Commended for Intense Patriotism.

C. S. GANNON, Continental Construction Co., St. Louis, Mo.—Enclosed please find our check for \$6.50 in payment of subscription for one year from April 23, 1919, to April 23, 1920.

Your paper is to be commended for its many excellent articles and intense patriotism.

A Live Business Paper.

HARRY T. KLUGEL, Sheet-Metal Work, North Emporia, Va.—The MANUFACTURERS RECORD, according to my way of summing up things, is a live business publication that everybody in the contracting business should subscribe to, especially those living in the South who care to keep up with "what's doing."

Does Anybody, Young or Old, Work "For a Few Cents Per Day" in These Times?

J. E. HOLSTROM, American Zinc Stores Co., Mascot, Tenn.—That valuable front page of yours, which has been doing such effective work during the past two years in driving home to Americans sure-enough Americanism should prove very effective in driving home the idea that children of Americans should have playgrounds and the time in which to spend their time there, and not be called upon to spend their play time in the factories at work within four walls for a few cents per day.

The mothers of the growing Americans will be with you in this. There are now too many nickels for the youngsters, who spend it for bottled drinks, just because it is the easiest thing to do, whether or not the youngsters are at work or play.

Enclosed please find check for renewal of the MANUFACTURERS RECORD.

RAILROADS

Agricultural Agent Appointed.

Jesse M. Jones has been appointed agricultural and industrial agent of the Seaboard Air Line Railway, with headquarters at Norfolk, Va., according to an announcement just made there. Mr. Jones is widely known as director of the extension division of the Virginia Polytechnic Institute. He was raised on a farm, and has always been connected with agriculture. He is a graduate of the Kansas Agricultural College, Class of 1903, and has since then been engaged in both educational work and farming, having been professor of animal industry at the Alabama Polytechnic Institute, and also for eight years a farmer near Montgomery, in that State, where he established a reputation as a breeder of fine hogs and raiser of corn. He was county farm demonstration agent in Montgomery county, Alabama, then district agent over 22 counties in the central part of that State, then field agent for the United States Department of Agriculture, superintending agricultural extension work in Maryland, Virginia, West Virginia and Kentucky, holding this post for three years, after which, in 1916, he went to the Virginia Polytechnic Institute.

To Resume Operations.

Townsville township of Vance county, North Carolina, has voted to issue \$75,000 of 5 per cent. 30-year bonds to purchase control of the Roanoke River Railroad Co., which has a line from Manson, a station on the Seaboard Air Line Railway, to Townsville, 12 miles. It is understood that the approval of the bonds by the voters means that operation of the railroad will be resumed. G. W. Marrow of Townsville, N. C., is president and general manager; J. R. Paschall and O. J. Sands, both of Richmond, Va., are vice-presidents, and Thos. Graham of the same place is secretary. The line is standard gauge.

Interurbans Proposed Around Dallas, Tex.

J. F. Strickland of Dallas, Tex., president of the Texas Electric Railway Co. and of the Dallas Railway Co., is quoted in a report from there as publicly stating that two or three new interurban railways will be started within the next two or three years and that work on at least one of them will begin during 1919. One of the suggested lines is from Dallas to Denton and Wichita Falls, another from Dallas to Greenville, and the third from Dallas to Terrell, Tex.

More Oil-Burning Locomotives Bought.

Eighteen oil-burning locomotives will be added to the equipment of the Texas & Pacific Railway, seven of them for passenger service and eleven for freight service. J. A. Somerville, general manager, is reported saying that the entire eastern division of the road uses oil-burning locomotives for passenger service. The estimated cost of the passenger engines is \$45,000 each and of the freight engines \$59,000 each. They were built at the Baldwin Locomotive Works, Philadelphia, Pa.

Operation Will Be Continued.

Jackson, Miss., May 19.—[Special].—Citizens of Liberty, Miss., in Amite county, have purchased outright the Liberty-White Railway, recently adjudged bankrupt. The sum of \$100,000 was involved in the deal, partly cash, and the remainder secured by first mortgage on the line. Threatened abandonment of the road, which would have cut off a large territory from railroad communication, caused the purchase.

Hampton & Branchville Road Purchased.

A report from Hampton, S. C., says that the Hampton & Branchville Railroad, with its equipment and other property, including a sawmill, a planing mill, etc., and several large tracts of timber, have been purchased by W. Fred and Henry Lightsey of Crockettville from J. Mauldin, L. C. Mauldin and J. W. Mc-

Gowan. It is reported that many improvements will be made and also that an extension of the railroad is proposed. The line is 24 miles long, from Hampton, S. C., on the Atlantic Coast Line system, to Smoaks, via Crockettville and other points. J. Mauldin was president of the road.

French Railroad Men Investigating Electricity.

A party of 13 French railroad officers, who are investigating electrification of railroads, last week made a trip over the electrified division of the Norfolk & Western Railway in the Pocomantas coal region, and also investigated the power plants connected with its operation. They were accompanied by several railroad officers of the line and also by a representative of the Westinghouse electric interests.

Forestry Policy Suggested for North Carolina.

A stronger forestry policy for the State of North Carolina is urged by the N. C. Geological and Economic Survey of Chapel Hill. Recommendation is made for a State appropriation of \$10,000 annually for a forest fire patrol in co-operation with the Federal Government; also for an appropriation of \$2500 annually for the maintenance of Mitchell State Park, and \$5000 each year for experiments in reforestation and tree planting, a part of this latter fund to be used in connection with a course of forestry at the State university.

South Carolina Landowners Form Association for Broad Development.

A program of the proposed activities of the South Carolina Landowners' Association, just formed by representative landowners, bankers and business men of South Carolina, has been announced by the association manager, George R. Wheeler of Charleston. Mr. Wheeler states that a most vigorous and unceasing campaign would be waged for better rural schools, good roads and a State-wide highway system in South Carolina. He further said that his State had 11,000,000 acres of fertile, idle lands, 9,000,000 acres of which consist of cut-over lands and 1,500,000 acres of land that needs drainage, and that the ultimate idea of the program is the utilization of these idle acres, but that the State must first provide better schools and good roads before it could hope to people that vast area of land with real, red-blooded tillers of the soil.

The program consists of 11 outlined activities:

1. A nine months' school for every South Carolina child.
2. A superior State-wide highway system.
3. Immediate eradication of the cattle tick; concentrated effort to suppress hog cholera.
4. Extensive development of permanent pastures.
5. Co-operative associations to stimulate the introduction of pure-bred livestock and to facilitate the profitable marketing of livestock and other farm products.
6. An effective dog-control law to make the sheep industry possible.
7. Amendment of chattel mortgage laws and other measures to improve the security of livestock credit and extend its use by banks.
8. Adequate appropriation for agricultural education.
9. Co-ordination of experiment station work under agricultural college management.
10. Extension of the Federal reclamation policy to swamp and cut-over lands.
11. A comprehensive State and Federal policy for the encouragement of farm ownership, especially for the benefit of soldiers, sailors and industrial employees.

Hon. Neils Christensen was elected president of the new association. C. S. Ucker, vice-president of the Southern Settlement and Development Organization of Baltimore, has announced that Neils Christensen, Beaufort, S. C.; J. L. Coker, Hartsville, S. C.; W. H. Andrews, Andrews, S. C.; E. W. Durant, Jr., Charleston, S. C.; R. L. Montague, Charleston, S. C., and Paul Sanders, Ritter, S. C., have been added to the directorate of that organization, following out the policy of having each State Land owners' Association represented on the board.

Good Roads and Streets

ROAD BUILDING AS VIEWED BY SECRETARY OF LABOR WILSON.

France and England Beating America in Highway Work.

Secretary Wilson of the Labor Department is enthusiastically working for road building and kindred activities. In a statement prepared for publication on highway activities his department says:

"Although road building on a big scale has been begun in many States, even the most ambitious undertaking will be but a start toward nation-wide work now so much needed. Reports received by the Department of Labor show that highway construction as an immediate means of absorbing labor has been undertaken in foreign countries on a scale much greater than that represented in the program of the United States Government, if comparative area and population are taken into consideration.

"A comparison of the appropriations of England and France with those of this country is of interest. While Congress has made available \$80,000,000 for expenditure in 1919, and a total of \$275,000,000 up to and including the fiscal year of 1921, this money will be available on all or any part of the 2,500,000 miles of rural highway in the United States. Against this figure France is concentrating its fund of \$152,000,000 on 65,000 miles of national highway, of which a large percentage has already been improved, leaving the departments and sub-departments to carry on the work in the less important systems. The total road mileage in England is 150,908 miles, and aside from the \$50,000,000 appropriated by the national Government, at least as much more will be set aside by shires and municipalities.

"Government figures prepared for the joint Congressional committee on roads show that England has 2,571 miles of road to every square mile of area, France 1.75 miles, and United States .739. There are 108 French citizens to every mile of road, 239 Englishmen, and but 41.81 Americans. On the basis of these figures, the highway system of the United States will not equal the ratio of French mileage to area until we have 5,000,000 miles of highways, while 7,500,000 miles will be necessary to meet the English ratio.

"Nor is this all. In the matter of hard-surfaced highways, both France and England are far ahead of this country in road building as a result of continued Government expenditures on national systems, while Prussia alone had 75,000 miles of hard-surfaced roads previous to its entry into the war. In proportion to size, the United States would need 1,611,914 miles of hard-surfaced ways to rest on a parity with Prussia, although close estimates show that only one-quarter of 1 per cent., or 6250 miles, of our highways are hard-surfaced at the present time.

"From the standpoint of absorption of labor, figures compiled several years ago by the United States Forest Service show that at that time approximately 65 per cent. of forestry funds expended in road construction were directly absorbed by labor. An estimate of labor involved indirectly in the construction of equipment and material would bring labor's total participation in the road program close to 85 per cent. of the total.

"Estimates prepared by engineering authorities show that the United States could well afford to spend \$1,250,000,000 on a hard-surfaced system of 50,000 miles, which could be so located as to serve directly 46 per cent. of all of the counties of the United States, while 41 per cent. of all the others would be directly adjacent to it. In other words, 87 per cent. of the total population would be touched with reasonable directness. At an annual expenditure of \$100,000,000, the fundamental system would be completed in twelve and a half years.

"Appreciation of the value of road building in the development of a nation is not confined to European countries. Japan, long indifferent to road problems, is now investigating road construction methods in the United States, and the Home Department of the Government is planning to ask large grants for a system of hard-surfaced roads which will serve to bind together the empire. A highway association made up of some of the most prominent men, with Marquis Matsukata, Baron Shibisawa, Baron Kondo, Viscount Tajiri and Mr. Tokonami (the Home Minister) at its

head, has been organized, and everywhere Nipponese good-road advocates are spreading the gospel of better highways.

Chinese local officials have stirred to action, and a recent report of the American commercial attache at Peking, China, tells of numerous projects completed or under way in the Celestial Kingdom. Numerous South American countries are planning extensive additions to their highway systems, and the same statement is true of practically every country outside of Russia and the Central Empires.

Good Roads Essential to Widest Use of Motor Trucks

Birmingham, Ala., May 19—[Special.]—Motor trucks are invaluable in this day, and the recent war proved conclusively the worth of such means of transportation. This was one of the principal themes of the first "Ship by Truck," or Motor Truck Show held in Birmingham Saturday, May 17, which was attended not only by hundreds of people interested directly in motor trucks, either in the business end or as users, but by many others.

United States Senator John H. Bankhead, president of the United States Good Roads Association, after whom a transcontinental highway under construction in several States was named, was the leading speaker of the occasion. He said that the building of good roads was now a definite program in a large number of States throughout the country, that motor trucks are most valuable, but with them must come good road development; that the building of good roads, therefore, will bring motor trucks or the adoption of motor trucks for shipping purposes will necessarily require highway improvements. The war, he said, developed the fact that motor trucks are invaluable. Railroads did not go to all points, and in many instances the railroads were overburdened with traffic. The motor trucks came to the rescue. He told of the Federal aid that was now being loaned to good roads building, and he urged the people of his own State, Alabama, to continue the efforts now already under way. His address was full of admonition in favor of good roads, motor trucks, general highway improvements and use.

J. Ellis Brown, city commissioner of Birmingham, who supervises the road-building activities of the municipality, told of the benefits of motor trucks as a business community and also the necessity of providing strong roads for them. He spoke of information gathered as to the growth in the use of the motor truck in this section of the country.

Jere Gwin, president of the Board of Revenue of Jefferson county, of which Birmingham is the county-seat, spoke of plans being made for good roads development in this county, encouraged the use of motor trucks and expressed the hope that not only the business men and the shipper of many products out of the city, but the farmers and others of the country would take to this means of transportation. Mr. Gwin told of the plans of the county looking to the immediate construction of 36 miles of permanent roads. Three banks of Birmingham have agreed to take the county's road warrants to the amount of \$300,000 total. This will be matched with \$300,000 of State and Federal aid, making \$600,000 available for the project. County Engineer S. R. Batson is now drawing up surveys and making blueprints of the proposed 36 miles of roads for the county, and by the middle of June it is expected that bids will be called for. Without interference, it is hoped, that work can be started on the plans by the middle of July or the first of August, so that a large proportion of the work can be consummated before deep winter. The roads selected for improvement will carry a considerable amount of heavy motor traffic. The banks of Birmingham agreeing to take the warrants ask for but 5 per cent., and the warrants will for one, two and three years' duration. Provision will be made for the upkeep of the roads and for further construction when this project has been completed. In the meantime, said President Gwin, the county will participate in the general campaign throughout the State to bring about the spending of millions of dollars on highways, all roads to be uniform, if possible, in width and structure.

Upwards of 24 different makes of motor trucks were on exhibition and a parade through the business section of the city, with three bands of music and innumerable automobiles participating, proved a feature of the first show of the kind held here. Citizens interested in good roads and motor cars, both commercial and pleasure, designate the occasion as the starter on a development that promises much for the future in this section of the country.

Without Dissenting Vote Glynn County, Georgia, Authorizes \$350,000 for Roads.

Brunswick, Ga., May 15.—[Special].—So far as can be learned here Glynn county and its county seat, Brunswick, have set a record for "going over the top" by authorizing at the county election on yesterday a large issue of bonds for permanent roads without a single vote in opposition.

The returns are all in from the country precincts, and the vote has been consolidated and the returns canvassed, and the remarkable result announced of a unanimous vote in favor of issuing bonds. It is believed here that there is no other case of unanimous approval of a bond issue for public improvements on record anywhere in the country, in recent years at least.

The issue is to be \$350,000, which will be supplemented by an equal amount from the Federal Government, and the entire amount of \$700,000 will be expended as quickly as is consistent with the best results in building a permanent system of roads throughout Glynn county. The Dixie Highway, the main thoroughfare through the county, with which practically all roads of less importance connect, will be paved throughout its length. Six miles of this roadway will be built 30 feet wide, leading from Brunswick proper through the plant of the Atlantic Refining Co. to the site of the great picric acid plant erected by the Government, which is to be sold to the highest bidder May 20. Preparations are already completed for an early start on this portion. In fact, the materials are nearly all on the ground.

The campaign for the issuance of bonds by the county was handled by a campaign committee of 125, appointed by the Brunswick Board of Trade, which so successfully handled the city election for street paving bonds, which was held April 2, with only 13 votes against issuing bonds. In the county campaign, every voter was reached by letters from the campaign committee, by the bulletin, "Greater Brunswick," published by the Board of Trade, and by personal visits from members of the campaign committee. So completely were the voters convinced of the need and wisdom of issuing bonds and paving with permanent materials that even those who had voted against the city bond issue on April 2, voted in favor of the county bond issue on May 14.

State Representatives to Advise in Federal Aid Highway Work.

Washington, D. C., May 20.—[Special].—To bring about more effective co-operation between the Federal and State governments in the big program of highway construction now under way, A. R. Hirst, president of the American Association of State Highway Officials, has named, at the request of the Secretary of Agriculture, a committee to act with the Bureau of Public Roads in carrying into effect the Federal aid road act and its amendments.

Following are the State representatives selected:

George P. Coleman, State highway commissioner of Virginia; S. E. Bradt, State superintendent of highways of Illinois; Chas. J. Bennett, State highway commissioner of Connecticut; W. S. Keller, State highway engineer of Alabama, and Ira R. Browning, State road engineer of Utah.

Stimulated by recent liberal amendments and added appropriations to the original Federal aid road act, road-building plans in the States have received tremendous impetus. Many of the States have provided, by large bond issues and otherwise, amounts much larger than will be required to match the Federal appropriations.

Up to May of this year, 1057 project statements for Federal-aid roads had been approved by the Secretary of Agriculture. They involve the improvement of 10,580 miles of roads, at an estimated cost of \$92,933,121.81, of which the Federal aid requested was \$36,576,857.48. The amount of Federal funds available on March 1 for road building was more than \$72,900,000, which under the law must be matched by an equal amount from the States, making a total of \$145,800,000, which includes approximately \$9,800,000 from Federal and State sources for roads in the national forests. Funds that will become available on July 1, with equal contributions from the States, will provide an additional \$198,000,000 for Federal-aid road work, making an aggregate sum of \$343,800,000 available for the calendar year. It is expected, however, that the States will defer taking up part of the available funds until 1920.

Over \$200,000 for Roads in North Carolina County.

McDowell county, North Carolina, is planning to build a central highway leading through the country and connecting up the western part of the State with points east and north. Between \$200,000 and \$300,000 will be spent on this work, and it will be the policy of the commission to build these highways of such material as will best stand the demands to be made upon them. County bonds will be issued for approximately \$150,000 to supplement the aid received from the State and the National Government, and operations will be started at once. Contracts are still to be let and road machinery to be purchased. This work will be done under the McDowell County Highway Commission, of which the chairman is Hugh F. Little, assistant treasurer of the Clinchfield & Marion Manufacturing Co. and vice-president of the First National Bank of Marion. The other commissioners are W. P. Artz, Old Fort, and R. P. Morris, Nealsville. The engineer in charge of the work is L. R. Ames, Marion, N. C.

Jenckes Company Controls Loray Mill.

Referring to reports regarding a change of ownership in the Loray Mills of Gastonia, N. C., the Jenckes Spinning Co. of Pawtucket, R. I., writes to the MANUFACTURERS RECORD:

"The Jenckes interests have taken over the control of the mills and expect to run them right along just as they are running today. We have no plans for extending the Loray Mills at the present time."

This Loray company is capitalized at \$1,274,000, and its equipment includes 57,000 ring spindles, 1020 broad looms and 640 narrow looms, driven by electric power on the production of print cloth and sheeting, with 625 operatives employed.

Miller Cotton Mills' Plans.

Plans and specifications for the plant of the Miller Cotton Mills at Waco, Tex., will provide for a main structure of reinforced concrete 212 feet long by 104 feet wide. Lockwood, Greene & Co. of Atlanta, Ga., and Boston are the engineers-architects in charge, and the machinery will include 5182 spindles with 162 looms. Indigo blue denims will be the product, and this will be manufactured into overalls at the Miller Bros. factories. The Miller Cotton Mills was among the new organizations recently announced.

Textile Notes.

In connection with plans for doubling its output of automobile tires, the Hanes Rubber Co. of Winston-Salem, N. C., will build a 10,000-spindle mill for manufacturing cotton products for tires. Lockwood, Greene & Co. of Boston and Atlanta, are the architects and engineers in charge.

Referring to his company's Chinese contract, S. A. Fortson, president of the Enterprise Manufacturing Co., Atlanta, Ga., writes to the MANUFACTURERS RECORD:

"On March 17 we sold 500 bales of 3-yard sheeting for China, which order will be completed in June. We have sold no more to this trade and do not know whether we shall take any more China business or not."

R. C. Biberstein of Charlotte has been engaged as architect-engineer for the Dixon Mills of Gastonia, N. C., and the plant will be equipped with 6000 spindles for spinning combed yarn. The mill building will be of mill construction, and J. D. Grandy of Charlotte is the contractor. This \$400,000 company's incorporation and plans were mentioned recently.

Tests for Oil in Washington County, Florida.

Florida is to be tested for oil by the Chipley Oil Co., who will drill a deep test well at Falling Waters, four miles south of Chipley, in Washington county.

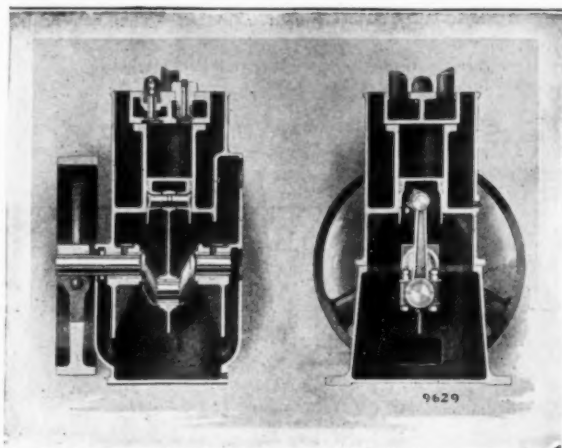
The Pan-American Exploration Co. of New York owns about 20,000 acres of leases, the Chipley Oil Co. 15,000 and another company over 1000 acres. Investigation of the territory had been made by Frederick G. Clapp, chief geologist of the Pan-American Exploration Co. of New York, which owns most of the stock of the Chipley Oil Co.

MECHANICAL

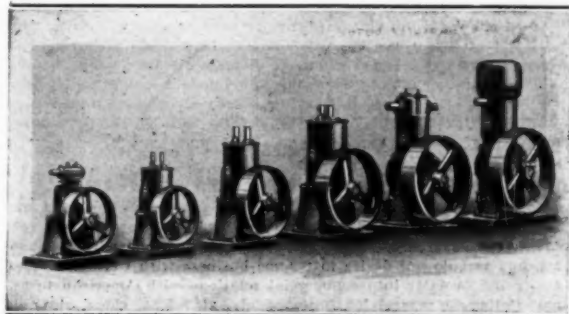
Small Air Compressors.

When, at the outbreak of the war, there was a sudden call for a large number of small air compressors for service where reliability was imperative the Ingersoll-Rand Company's offer to produce for immediate use the "Imperial Fourteen" compressors, which it had just finished testing and had adopted as the new standard small compressor type, was accepted. The field performance of these built-on-hurry-order machines was critically observed, but after a year's service they had proven themselves efficient, reliable and inexpensive to operate.

Now these little machines have been placed on the general market. There are four sizes, ranging as to capacity from 3 to 45 cubic feet per minute at pressures to 100 pounds per square inch. The small compressors can, however, be used for pressure requirements up to 200 pounds per square inch, the horse-power needed being, of course, slightly increased. They are single-acting machines of the vertical type, built for belt



SECTIONAL VIEWS OF COMPRESSORS.



LINE OF SMALL COMPRESSORS.

drive. Where driven from line shaft tight and loose pulleys are supplied where the use of independent motor is planned they are ordinarily furnished as a unit complete with motor, endless belt and short-drive attachment. In the latter case a hardwood base plate is included with the standard equipments.

These machines are well balanced and operate satisfactorily if bolted to any solid flooring, but if permanency of installation is desired the building of a concrete foundation is advocated. The smallest size is built with ribbed cylinder for air cooling where the service is intermittent and with water-cooled cylinder of the reservoir type for continuous operation. Larger machines are water cooled only, employing the reservoir jacket system, except that in the case of the largest size a closed jacket for connection to pressure system is optional. It is worth noting that the reservoir cylinder design affords unusually ample water capacity and that both cylinder barrel and head are cooled. The manufacturer states that a single filling of the water space will suffice for a 10-hour day's run.

In general design these compressors remind one strongly of

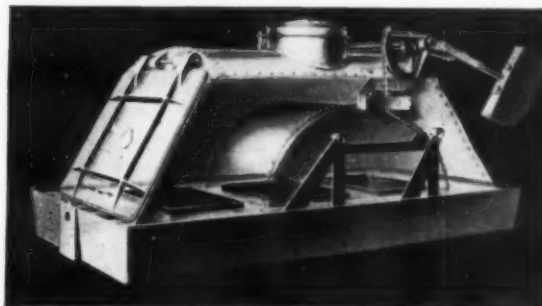
an automobile engine. There is the same drop-forged crankshaft and connecting rod, the die-cast renewable bearings, the automatic splash lubrication system and general ruggedness and simplicity which have come to be recognized as guarantees of satisfactory service under all sorts of operating conditions.

It is pointed out that these little units were designed to meet exacting efficiency tests and that, while simplicity was sought, efficiency was the outstanding requirement.

The W-S-M Gas Reversing Valve.

In the operation of any gas-fired furnace it is highly desirable that the valve controlling the direction of the flow of gas shall operate rapidly and easily. These factors have been kept in mind in designing the new W-S-M gas reversing valve, which was recently placed upon the market by the Wellman-Seaver-Morgan Company, Cleveland, O. That the conditions have been met is evidenced by the fact that a 36-inch hand-operated valve can be reversed in from three to seven and a half seconds with a pressure of not over 25 pounds. This is accomplished by a perfectly-balanced hood and counterweights. An equally important feature is that in this new design the operating mechanism is outside of the casing, where it is easily accessible and always cool.

The new valve is similar in principle to the well-known Forster valve and is interchangeable as to ports and clearances. Its general design and construction are shown in the phantom view. It will be seen to consist of an outer casing, a base with three ports, a hood to connect two ports, and the operating mechanism. The center port is connected to the chimney. Waste gasses from the furnace flow from whichever outside port the hood is covering to the chimney port. This leaves



"W. S. M. GAS-REVERSING VALVE."

a clear passage for the fuel gas, or the air entering the casing through the mushroom valve at the top, to pass through the third port to the furnace regenerator. Reversal of the flow of gas or air is accomplished by moving the hood to a position over the center port and the one previously uncovered.

The base pan holds a quantity of water, so that when the hood is over the ports a water seal is formed to prevent the escape of gas. The base pan has a tapped hole at each end for a water pipe. The hood is moved by a series of levers and coupling shafts which extend through the water under the casing and into sockets on the hood. The shafts move on chilled iron bearings. The operating mechanism is actuated by a hand lever. The valve has the following distinct advantages: The semi-elliptical form of the hood allows free flow of the gas, as there are no abrupt turns or constricted areas in the passage formed by the ports and hood. This feature is very important in obtaining maximum efficiency from the stock draft. All leakage or waste of gas is prevented by the water seal. Such a seal does away with all packing, tightening and adjusting, the only attention required being the flow of a small quantity of water into the bedplate to replace the amount evaporated. Due to its compactness, the valve requires comparatively little floor space and adapts itself to various arrangements of flues from the generators to the stack.

The materials used for each part of the valve are selected to give long life, and its construction is such that all parts may be easily inspected and removed.

FOREIGN NEEDS

[The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.]

Desires to Hear from Exporters.

ISAAC DE A. COHEN, Sfax, Tunis, North Africa.—I will be very glad to enter into commercial relations with American exporters, first being fully informed as to terms. Correspondence in French suggested.

Steel Cylinders—Carbonating Apparatus, Etc.

HARNAM DASS & SONS, 125 Staff Road, Ambala Cantt, India.—Wish to get 500 second-hand or new steel-drawn cylinders for refilling carbon dioxide. Will also act as agent in India for mineral-water bottles and carbonating machinery.

Steel Billets and Other Products.

F. S. RIPPINGILLE, Winchester House, Victoria Square, Birmingham, England.—I am desirous of securing an agency of some well-known and substantial American manufacturers of steel billets, sheets, tubes or other metal articles suitable for this market.

General Merchandise, Machinery, Etc.

M. ESCOLAR & CIA, Calle Uruguay 1108, Montevideo, Uruguay.—The products which are in great demand in this country are textiles, drugs, etc. We wish to represent American houses in the following lines: Textiles in general, drugs, dyes, soda, acids, miscellaneous hardware, general machinery, glassware, jewelry, etc. Correspondence in Spanish suggested.

Shoes, Socks, Stockings, Etc.

UMBERTO DI GIOACCHINO CALZATURE, Corso Vittorio Emanuele N. 10, Ancona, Italy.—It is my intention to enter into business connection with American manufacturers. I am doing a commission business (shoes, socks, stockings, rubber heels, sock suspenders, etc.) in both Ancona and Fiume, where I have recently opened a branch. Correspondence in Italian suggested.

Non-Poisonous Colors—Confectioners' Implements.

FERDINANDO BOUNOUS, Via Giuseppe Grassi 19, Turin, Italy.—I wish to get in touch with houses that manufacture non-poisonous colors, soluble in oil, as I am very much interested in these materials. I would also like to have addresses of manufacturers of implements for making confectionery, especially moulded candies. Correspondence in French suggested.

Trunk and Furniture Hardware.

GREGORIO MORENO, Commission Agent, Nacozi, Mexico.—Some manufacturers of trunks and furniture have authorized me to procure catalogs and prices of all kinds of hardware used in their businesses. I would therefore like to have manufacturers of these kinds of hardware send me their trade literature with price-lists. Correspondence in Spanish suggested.

Cotton, Flour, Cereals, Woods, Machinery, Etc.

A. LILIUS, Norra Esplanadgat 15, Helsingfors, Finland.—We would like to have some addresses of prominent and reliable exporters of raw cotton, flour, rolled oats, cereals, mahogany and other wood, machinery of all kinds, iron pipes, etc., of which we are large buyers for immediate shipment. We intend to establish in the nearest future a branch office at New York, managed by Arvid Oldenburg.

General Merchandise.

A. S. SONJI LILANI, 304-305 Kiponda St., Zanzibar, Africa.—Wishes to establish permanent and flourishing business relations with American manufacturers of cotton goods, such as prints, drills, khaki, nainsooks, shirtings, artificial silk, muslins, etc.; hosiery, stationery, fancy goods, cutlery, pocketknives, razors, safety razors, handkerchiefs, boots and shoes, braces, belts, heads, electric accessories, cycles, motorcycles, collars, ties, bows, toys, etc.—in fact, all goods suitable for this market.

General Export and Import Trade With India.

KHOSLA BROS., Post Box 29, Bombay, India (Head office, Lahore; Agencies, Calcutta, Delhi, Madras, Karachi, etc.).—We are prepared to undertake every line of business, as we have expert buyers and sellers. We would be prepared to export Indian produce such as wheat, rice, drugs, kurt, etc., and hides, skins, jute, etc., as soon as restrictions are removed and if an irrevocable letter of credit is arranged. Regarding import, we shall be pleased to import everything which can be sold in this country, specially motor cars, electric cars, automobile accessories, agricultural and all other kinds of machinery

and implements, paper, cotton and woolen goods, second-hand clothing, hosiery, haberdashery, millinery goods, tinned foodstuff, talking machines, sewing machines, electric goods, articles of daily use, articles of luxury, soaps, dyestuff, chemicals, etc. As the correspondence takes a long time, it would be highly advisable if correspondents will kindly send full particulars with samples, literature, price lists, and mention the best discounts and reselling commission.

Textiles, Hardware, Etc.

JOSE GONZALES FERNANDEZ, Calle Sud America 295, Buenos Aires, Argentina.—I will be very glad indeed to receive a list of the largest manufacturers covering the following lines: Cottonades, suitings, coverts and denims; builders' hardware, axes, picks, shovels, hoes, etc.; saws, files; wooden seats for chairs (veneer seats); hayforks of three and four prongs; hames and yokes. I am interested in the representation of manufacturers of these goods for Argentina and Uruguay. Correspondence in Spanish suggested.

Agencies for Food Supplies.

EUG. BORGEAUD-WEBER, Rongimel, Lausanne, Switzerland.—I am a commission broker for all products dried or preserved, in every style and form able to stand storage and shipment, including meats, fruits, vegetables, wheat and other products classified as eatables. Would like to get in touch with firms dealing in meats (conserved or preserved), lard, oils, fruits, vegetables, with a view to becoming general agent for them in Switzerland, to sell to wholesale houses. (Correspondence in French suggested.)

All Kinds of Metals, Raw or Manufactured.

RENE LEVY & Co., Schutzengraben 58, Basle, Switzerland.—We desire to represent in Switzerland manufacturers of all kinds of metal, iron and steel, raw or manufactured. We are also buyers of metals, iron and steel (sheets, wires, rods, ingots, etc.). At present we are specially buyers of German silver in sheets, resistance wires for electrical purposes, iron and steel sheets, seamless copper and brass tubes, tin plate, etc. We have long experience in dealing in these goods and have extensive connections with Swiss industries, doing business only with first-class firms. Our proprietors, as well as our capital, are of Swiss origin.

Hardware and Tools Desired.

QUALITY SAW AND TOOL WORKS, Hubert Simmons, Director, Norfolk House, Laurence Pountney Hill, London, E. C., England.—Would like to be put in touch with any American manufacturers prepared to offer sole agencies for the United Kingdom. We already represent exclusively the Napier Saw Works, Inc., of Springfield, Mass., and the Smith & Hemenway Company, Inc., of New York City, and Irvington, N. J., and desire to co-operate with a firm whose manufactures are of an allied nature, viz., hardware or tools (engineers', etc.). Our travelers regularly cover the whole of the United Kingdom, and we do business with the largest wholesale distributors and jobbing houses in this country. We have warehouses in London, and can, if necessary, carry stock. We are willing to work on a commission basis and to pay cash through our New York bankers against shipping documents.

Chemicals, Dyes, Cotton Waste and Rags.

ENRICO LONI, Biella, Italy.—My firm was founded in 1892. I am and have been a commission representative in business on my own account. Before the war I had commercial relations with German firms, but as I do not desire to resume business with German houses I am trying to enter into commercial relations with American firms. I am dealing in several leading products; viz., first, chemical products and aniline colors, before the war representing the Fabwerk Mullheim. To keep up a successful competition with Germans or Swiss (many German firms will represent themselves as Swiss) it will be necessary to have a stock of goods here in Italy, as the geographical position of Italy, so much nearer to Germany, would only favor and benefit the German exporters. I have written to a New York firm for agency. Second, cotton waste. I can buy this on my own account or will sell it on commission. Qualities most in demand are "debourrage" of white Egyptian cotton, plain white American cotton yarn direct from the spinning mills. Third, rags, of which the following are in very great demand: Knitting shreds of both crimping and corrugating; chilled rolls, winding machinery, planers for wood and metals, bolt and nut machines, swaging machines, coal white and colored wool, and also of white and colored cotton: woven (entwined) flannel wool (cuttings) coming from the confection; stockings, black, nice; black, old, preferably without foot, only leg. Germany before the war developed an enormous business in cotton shreds, particularly the following firms: Horkheimer, Gerstenberger, Salomon, Wolf, etc. In nice black stockings without foot I had a deal in January, 1914, of 300,000 kilos—800,000 pounds—with the firm of Fehrenbach of Merghentheim at 51 lire, \$10.20 per 100 kilos. They do not manufacture in Italy the self-acting machines—type Schonherr—to weave wool. (Correspondence in Italian suggested.)

Construction Department

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$80.00 per year.

Airplane Plants, Stations, Etc.

Ala., Birmingham.—Airplanes.—Dixie Flying Corp. chartered; Virgil V. Evans, Prest.; W. K. McChlock, V.-P. and Treas.; Roy L. Smart, Secy.

N. C., Washington.—State Highway Comsn., Frank Page, Chrmn., Raleigh, N. C., will construct 7 culverts in Beaufort County; bids until May 31; W. S. Failla, State Highway Engr. (See Road and Street.)

Tex., Galveston.—Airplanes.—Government will erect naval air station; additions; 19 buildings; concrete foundations; pile footings; stucco construction on hollow tile; steam heat; cost \$750,000; bids until June 4; Lieut. L. B. Hyde, United States Chief Engr., National Insurance Bldg., will supervise construction.

Va., Hampton Roads.—Navy Dept., Washington, D. C., let contract Post & McCord, 101 Park Ave., New York, at \$519,500 to erect additional buildings at airplane station.

Bridges, Culverts, Viaducts.

Fla., Pensacola.—Escambia County Commrs. will construct 156-ft. bridge across Eleven-Mile Creek near Klondyke; width 16 ft.; will invite bids.

Ga., Quitman.—Brooks County Commrs. ordered vote June 18 on \$500,000 bonds to construct bridges and roads. (Lately noted to vote.)

Ga., Valdosta.—Lowndes County Commrs., B. G. Lastinger, Clerk, will construct bridge over Withlacoochee River, 5 mi. from Valdosta; 40 cu. yds. excavation; 155 cu. yds. wet excavation; 1240 ft. wood piles; 880 ft. creosoted piles; 3720 ft. 14x14-in. reinforced concrete piers; 812 ft. 10x10-in. reinforced concrete piers; also concrete, reinforcing steel, hog wire, rockers, plate, drains and metal tubes; bids until June 16; J. B. McCrary Co., Engr., Atlanta, Ga.; rejected lately noted bids. (See Machinery Wanted—Bridge Construction.)

Ga., Woodstock.—Cherokee County, Olin Fincher, Commr. of Roads and Revenues, Canton, Ga., will construct reinforced concrete bridge over Little River, 2 mi. from Woodstock; and 2 reinforced concrete culverts, 1½ mi. from Holly Springs, Ga.; approximate quantities are 665 yds. concrete and 72,310 lbs. steel; bids until May 31; Johnston & Morgan, Project Engrs., 500 Forsyth Bldg., Atlanta, Ga. (See Machinery Wanted—Bridge and Culvert Construction.)

Miss., Clarksdale.—City voted \$300,000 bonds to construct bridge across Sunflower River, etc. Address City Commrs. (See Waterworks.)

Miss., Indianola.—Town, W. R. French, Clerk, let contract to Larimer & Burgett Bridge Co., Memphis, Tenn., to construct two 25-ft. spans; 16-ft. wide concrete bridges; cost \$3100. (Bids lately noted.)

Okla., Purcell.—City voted \$8000 bonds for improvements to include bridge across Walnut Creek. Address The Mayor. (Lately noted to vote.)

Tex., Bonham.—Fannin County Commrs. may build steel bridge across Red River 14 mi. north of Bonham; connect Texas with Oklahoma. Address C. R. English, Secy. Bonham Board of Trade. (See Machinery Wanted—Bridge Construction.)

Tex., Dallas.—City let contract Klein Brothers of Dallas at \$23,120 to construct concrete bridge over Turtle Creek on Fairmount St.

W. Va., Alpoca.—Wyoming County Commrs. let contract to Leuten Bridge Co., York, Pa., to construct 2 reinforced concrete bridges; each 75-ft. span; located near Alpoca, one near Bud, W. Va., cost \$13,000; A. B. Shannon, Engr., Pineville, W. Va.

W. Va., Madison.—Boone County Commrs. will construct 2 steel bridges across Little Coal River near Madison and Danville; bids until May 30 for superstructure; S. E. Bradley, County Road Engr. (See Machinery Wanted—Bridge Construction.)

W. Va., Madison.—Boone County Court will construct 2 steel bridges across Little Coal River; Madison bridge, two 105-ft. spans; Danville bridge, two 126-ft. spans; bids until June 6 for superstructure; plans and supervision by State Road Comsn., Charleston. (See Machinery Wanted—Bridge Construction.)

W. Va., Bud.—Wyoming County Commrs. let contract to Leuten Bridge Co., York, Pa., to construct 2 reinforced concrete bridges; each 75-ft. span; one near Bud; one near Alpoca, W. Va.; cost \$13,000; A. B. Shannon, Engr., Pineville, W. Va. (Lately noted.)

Canning and Packing Plants.

Ala., Montgomery.—Swift & Company (main office, Chicago) are reported to erect packing plant.

Ark., Bentonville.—Decatur Canning Co. plans to improve and enlarge cannery for tomatoes, apples, etc.; build silo.

Ga., Fort Valley.—Glenmore Green will erect fruit-packing plant; 90x42 ft.

Ga., Powersville.—G. E. Williams will build fruit-packing plant.

Ga., Powersville.—W. E. Green will erect packing plant for peaches.

Okla., Tulsa.—Armour Packing Co. (main office, Chicago), H. N. McKey, Local Mgr., will erect packing plant; 75x120 ft.; 2 stories; reinforced concrete and steel; interior white enamel brick and white tile; hardwood floors; construct concrete sidewalks, curbing and driveways on one side of building.

Tenn., Nashville.—Beuhoff Packing Co. let contract to Fox & Co. to erect packing-house; Henschien & McLaren, Architects, 37 W. Van Buren St., Chicago.

Va., Hopewell.—Michaux Company, capital \$25,000, inctpd.; Lightfoot Michaux, Prest.; Phil Brown, Secy.; establish plant to pack fish, etc.

Clayworking Plants.

N. C., Carthage.—Bricks.—Kivett Brick Co. organized; H. C. Chisolm, Prest.; W. M. Kivett, V.-P.; W. G. Jennings, Secy.; M. G. Dairymple, Treas.; John W. Kivett, Mgr.; continues plant. (Lately noted inctpd., capital \$25,000.)

Coal Mines and Coke Ovens.

Ky., Lackey.—Wells-Elkhorn Coal Co., C. O. Messenger, Mgr., Paintsville, Ky., will develop 2000 acres; daily output 2000 cars; install 250-volt 150 K. W. M. G. sets mining machines and motors; open bids June 1. (Lately noted under Ky., Paintsville.)

Ky., Riceville.—Green-Rock Coal Co., H. D. Foster, Prest.-Mgr., will develop mines on R. S. & K. R. R. (See Machinery Wanted—Locomotive.)

Ky., Williamsburg.—Poiley Coal Co., capital \$25,000, inctpd. by Jas. Sheely and others.

Va., Alexandria.—National Coal Co., capital \$25,000, inctpd.; John C. L. Ritters, Prest., Washington, D. C.; Crandal Mackey, Jr., Secy., Rosslyn, Va.

Va., Rosslyn.—National Coal Co., capital \$25,000, inctpd.; John C. L. Ritt, Prest., Washington, D. C.; Crandal Mackey, Jr., Secy., Rosslyn.

W. Va., Berryburg.—Consolidated Coal Co., C. H. Tarleton, Mgr., will rebuild coal tippie burned at loss of \$40,000.

W. Va., Charleston.—Mountaineer Fuel Co., capital \$25,000, inctpd. by C. D. Hughes and others.

W. Va., Charleston.—Raleigh-Wyoming Coal Co., capital \$600,000, inctpd. by B. B. Brown, V. L. Black, G. S. Couch and others.

W. Va., Morgantown.—Morgantown & Wheeling Coal Sales Co., capital \$5000, inctpd. by J. D. Waster and others.

W. Va., Moundsville.—Dunkard Valley Coal Co. purchased 7½ acres coal land; will develop.

W. Va., Philippi.—H. M. Crawford Coal Co., capital \$50,000, inctpd. by L. O. Smith, H. M. Crawford and others.

W. Va., Charleston.—Siler Coal Land Co. organized; T. E. Siler, Prest.-Mgr.; A. O. Siler, Secy.; H. M. Slush, Treas.; is holding company; has 12,413 acres coal, oil and gas land; plans future development. (Lately noted organized with \$150,000 capital.)

W. Va., Widen.—T. E. B. Siler and Robt. L. Porter of Charleston, and Matthew Slush of Detroit, Mich., purchased 1136 acres Nicholas County coal land; will develop.

Cotton Compresses and Gins.

Ark., Batesville.—D. D. Adams, Chrmn. of Committee, let contract to W. T. Stewart, Gulfport, Miss., to erect compress; \$25,000 available.

Ark., Okolona.—May, Killingsworth & Ross will install cotton-gin plant and grist mill.

La., Grand Cheniere.—Mermentau Mineral Land Co., New Orleans, will build cotton gin.

Okla., Sallisaw.—Sallisaw Compress Co., cap-

Ital \$75,000, incptd. by J. Perry Wheeler, W. D. Mayo and others.

Okla., Sallisaw.—Newburger & Company, Memphis, Tenn., will build \$100,000 fireproof cotton compress; has 10-acre site.

S. C., Graniteville.—Planters' Cotton Gin-nery Co., capital \$8000, incptd. by A. H. Par-due and others.

Tenn., Adamsville.—Farmers & Merchants' Gln Co., capital \$5000, incptd. by J. M. Scott and others.

Tenn., Oakland.—Oakland Gln Co., capital \$5000, incptd. by J. M. Tomlinson and others.

Tex., Iola.—Farmers' Gln Co., capital \$15,000, incptd. by J. R. Davis and others.

Tex., Robstown.—Aransas Compress Co., Athens, Tex., will build cotton compress; 60,000 sq. ft. floor space; 75,000 sq. ft. platform; cost \$50,000.

Cottonseed-Oil Mills.

S. C., Lexington.—Lexington Cotton & Fertilizer Co., capital \$6000, incptd.; E. J. Corley, Prest.; Sam P. Roof, V.-P.; S. J. Leaphart, Secy.-Treas.

Drainage Systems.

Ark., Dumas.—Desha Drainage Dist. No. 5 voted \$100,000 bonds for drainage improvements; I. N. Moore, Secy.

Fla., Kissimmee.—City Commrs. ordered vote June 7 on \$30,000 bonds for street improvements and \$15,000 bonds for maintenance of drainage system.

Ga., Carnesville.—Commrs. Middle River Drainage Dist., W. R. Little, Secy., plan \$175,000 bond issue to construct drainage system, comprising canals on Middle River and 5 mi. of canals on Leatherwood, Hunters and Indian Creeks.

La., Shreveport.—Caddo Parish Police Jury organized Bell City Drainage Dist. No. 1; reclaim 60,000 acres in Calcasieu, Cameron and Jefferson Davis parishes; construct 20 mi. canals.

Mo., Chillicothe.—Medicine Creek Drainage Dist., O. K. Klitt, Secy., let contract McWilliams Dredging Co., Chicago, to drain 8000 acres; C. E. Jacoby, Engr., 54 Shukert Bldg., Kansas City, Mo.

Mo., Chillicothe.—Cream Ridge Drainage Dist. let contract to Meek & Craig at \$2800 to drain 2400 acres; C. E. Jacoby, Engr., 54 Shukert Bldg., Kansas City, Mo.

Tex., Mercedes.—W. M. Bancroft, New Orleans, and Hiram Hart, Brownsville, Tex., plan to install tile drainage system. (See Land Developments.)

Electric Plants.

Fla., Sarasota.—City, E. J. Messer, Commr. of Public Works, will construct electric plant and water system; install 3 internal combustion fuel-oil engines (two of 150 H. P. each and one of 100 H. P.), with D. C. generators, exciters, 2 rotary pumps, two air compressors, etc.; bids until June 9; Wilbur A. Glun, Const. Engr., Sanford, Fla. (See Machinery Wanted—Water and Electric Plant.)

Ga., Lumber City.—City contemplates constructing electric-light plant. Address The Mayor.

Ga., Uvalde.—City will vote on bonds to construct electric-light system. Address The Mayor.

Ky., Louisville.—William C. Krauth Electric Co. increased capital from \$3000 to \$20,000.

Miss., Clarksdale.—City voted \$300,000 bonds to improve electric-light system, etc. Lately noted to vote. Address City Commrs. (See Water-works.)

Miss., Rolling Fork.—City engaged Xavier A. Kramer, Const. Engr., Magnolia, Miss., for construction of electric-light, water, sewerage and sidewalk improvements.

Mo., St. Joseph.—City votes May 27 on \$500,000 bonds to construct electric-light plant. Address The Mayor.

S. C., Manning.—Manning Light & Ice Co. increased capital from \$15,500 to \$20,000.

Tex., Paducah.—City will vote on bonds for electric and ice plant. Address The Mayor.

Tex., Mercedes.—W. M. Bancroft, New Orleans, and Hiram Hart, Brownsville, Tex., plan to install electric-generating station.

Fertilizer Factories.

S. C., Abbeville.—G. E. Calvert will erect fertilizer-mixing plant.

S. C., Lexington.—Lexington Cotton & Fertilizer Co., capital \$6000, incptd.; E. J. Corley, Prest.; Sam P. Roof, V.-P.; S. J. Leaphart, Secy.-Treas.

Tennessee.—Tennessee Copper & Chemical Corp., 61 Broadway, New York, proposes to double capital; issue stock of \$400,000 to \$500,000; has options on large acreages in Southeastern Tennessee near Georgia; build fertilizer factory, to include mixing plant for treating phosphate rock with sulphuric acid. (See Mining.)

Tenn., Ducktown.—Tennessee Copper & Chemical Corp., 1 Broadway, New York, will build fertilizer factory; utilize sulphuric-acid production.

Tex., Houston.—Texas Chemical Co. will erect addition to plant; cost \$250,000; double capacity to manufacture animal charcoal, sulphate of ammonia, fertilizers, greases and bone by-products; add unit for acid and super-phosphate.

Va., Richmond.—Nitro Phospho Corp., capital \$100,000, chartered; M. W. Lloyd, Prest.; E. S. Simpson, Secy.

Flour, Feed and Meal Mills.

Ark., Gassville.—Nicholson Brothers will remodel Gassville Roller Mills.

Ark., Little Rock.—Joe Daniel Mill & Elevator Co. will build \$75,000 milling plant.

Ark., Helena.—Lewis Mill Supply Co. organized; T. W. Lewis, Prest.-Mgr.; erect 3-story heavy-construction building; cost \$40,000 to \$50,000; R. G. Foster, Archt.; wholesale mill supply and heavy hardware. (Supersedes recent item.)

Ky., Owensboro.—Eclipse Milling Co., C. M. Fisher, Mgr., Toledo, Ohio, engaged Marvel Milling Co., Owensboro, to build flour mill; cost \$15,000.

La., New Orleans.—Farmers' Co-operative Rice Milling Co., Room 1, Sugar Exchange, E. Cabiro, Secy.-Treas., let contract to J. A. Petty to repair plant; acquired Old Pelican brewing plant; install machinery; clean 800 bbls. rice daily.

Mo., Bakersfield.—Joseph Whinnery reported to build roller mill.

Mo., Carthage.—Grain-storage Tanks and Headhouse.—McDaniel Milling Co. will erect 50,000-bu. capacity grain-storage tanks and headhouse; Engrs., Sherman Engr. Co., 1019 N. Y. Life Bldg., Kansas City, Mo., and Southwestern Engr. Co., Springfield, Mo.

Okla., Afton.—Afton Milling Co., capital \$50,000, incptd. by O. F. Sheppard, A. R. Smith and others.

Okla., Muskogee.—J. W. S. Bower, Lake and Main Sts., let contract to J. C. McCollum to erect corn mill and grain elevator. (See Miscellaneous Enterprises.)

Foundry and Machine Plants.

Ala., Birmingham.—Plumbing Supplies.—N. O. Nelson Mfg. Co. (main office, St. Louis, Mo.) purchased site, 100x182½ ft., on which to erect branch distributing plant; 2 stories and basement; brick; cost \$60,000.

Ala., Anniston.—Boiler-works.—Statom Boiler Works organized; W. B. Statom, Prest.-Mgr.; G. Grille, Secy.-Treas.; continues established plant. (Lately noted incptd., capital \$20,000.)

Ky., Louisville.—Weighing Machines.—Weighing Machine Mfg. Co., capital \$5000, incptd. by Ben F. Vogt and others.

Ky., Louisville.—Mileage Recorders.—Efficiency Mileage Recorder Co., capital \$50,000, incptd. by J. D. Augustus, C. P. Nachod and others.

Md., Baltimore.—Machine Shop.—Standard Oil Co., Hanover and Barney Sts., will erect machine shop. (See Motor Cars, etc.)

Mo., Hannibal.—Machine Shop, etc.—Mr. Fennell will erect machine shop, heating plant and painting shop; cost \$50,000; Mr. Walsh, Archt., care of Finola Mfg. Co.

Mo., Sugar Creek.—Boiler-house.—Standard Oil Co. of Indiana will erect 3-story 80x120-ft. addition; concrete and structural steel; fireproof; steel sash; composition roof; construction by owner.

Tex., Houston.—Oil-well Supplies.—Macks Oil & Water Well Screen Co., 821 Kress Bldg., J. O. Mack, Mgr., will erect lately-noted plant; 100x200, 75x100 and 30x50-ft. concrete buildings; construction by company; install electric-driven motors; oil-field supplies.

Gas and Oil Enterprises.

Ga., Savannah.—Distributing Station.—Gulf Refining Co. will erect storage tanks for fuel oil; cost \$500,000.

Ga., Savannah.—Oil Storage Tanks, etc.—Gulf Refining Co., Wm. B. Lamb, Constr. Supt., Jacksonville, Fla., will erect plant for distribution and storage of fuel oil; erect car and repair shops; install steam equipment for pumping oil in storage tanks and loading racks with daily capacity 20 cars; facilities to pump fuel oil from tank steamers into storage tanks; fireproof; wharfage facilities; 20-acre site with 450-ft. water-front; plant cost \$500,000.

Ky., Bowling Green.—Corinne Oil & Gas Co., capital \$50,000, incptd. by L. D. Turner, H. L. Underwood and others.

Ky., Lexington.—American-Italian Oil & Gas Co., capital \$1,000,000, incptd. by T. S. Cranston and Thos. D. Murray of Lexington and Charles D. Arnett of West Liberty, Ky.

Ky., Lexington.—Triangle Oil & Fuel Co., capital \$30,000, incptd. by Harry B. Miller and others.

Ky., Owensboro.—Woman's Oil Co., capital \$50,000, incptd. by Margaret McCord, Maybelle Finn and others.

Ky., Paducah.—West Kentucky Oil & Gas Co., capital \$100,000, incptd. by Cecil Reed, Ed. A. Cave and Joe Hoffman.

La., Shreveport.—Caddo-Clalborne Oil & Gas Co., capital \$200,000, incptd.; L. G. Good, Prest., Shreveport; S. P. Harrell, V.-P., Vivian, La.; Thomas Ward, Secy.-Treas., Oil City, La.

Md., Baltimore.—Oil Tanks, etc.—Standard Oil Co., Pier 2, Pratt and Commerce Sts., has 20-acre site at Canton on which to erect additional oil tanks and stills; concrete; fireproof construction; will increase daily capacity of plant by about 12,000 gals.; also erect 1-story fireproof air compressor house on 4th St., south of 1st Ave.; has begun construction of concrete dock, contract for which was previously reported awarded to Raymond Concrete Pile Co., 923 Munsey Bldg.,

Baltimore. (Lately noted to erect 8 oil tanks, plans by Ritter-Conley Co., Fairfield, Md.)

Missouri.—Missouri Oil Corp., capital \$250,000, chartered by T. L. Croteau, P. B. Drew and M. M. Clancy of Wilmington, Del.

Okl., Altus.—Altus-Ford Oil & Gas Co., capital \$25,000, inctpd. by E. M. Francis and others.

Okl., Braman.—Marple Oil Co., capital \$30,000, inctpd. by L. G. Lenker and others.

Okl., Broken Arrow.—Lahoma Development Co., capital \$100,000, inctpd. by W. J. Cross, Fitz C. Hurd and Kelly F. Gibson.

Okl., Enid.—Oklahoma Commercial Petroleum Co., capital \$150,000, inctpd. by P. J. Cornelison, Enid; H. E. Noese, Corn, Okla., and J. F. Odum, Tyler, Tex.

Okl., Grandfield.—Oil Refinery.—Oklahoma-Texas Refining Co., Tulsa, Okla., will build 2000-bbl. oil refinery.

Okl., Lindsay.—Simms Oil & Gas Co., capital \$50,000, inctpd. by J. F. Cole, Earl Simms and others.

Okl., Mangum.—S. & W. Oil Co., capital \$20,000, inctpd. by J. H. Simpson and others.

Okl., Sand Springs.—Sand Springs Petroleum Co., capital \$90,000, inctpd. by A. W. Landrum, Seymour S. Price and others, all of Oklahoma City.

Okl., Tulsa.—Oklahoma Natural Gas Co. increased capital from \$10,000,000 to \$15,000,000.

Tenn., Nashville.—Blue Grass Oil Co., capital \$100,000, inctpd. by J. M. Phillips, W. A. Byrn and C. T. Phillips.

Tex., Dallas.—M. & L. Drilling Co., capital \$25,000, inctpd. by W. A. Aggers and others.

Tex., Dublin.—Mid-Texas Drilling & Producing Co., capital \$500,000, organized; W. T. Cox, Pres.; Fred Spratt, V.-P.; J. R. Sessums, Secy.; R. L. Pipes, Treas.

Tex., El Paso.—Oil Refinery.—Company organized with \$1,000,000 capital by Warren Wagner (Pres.), Guy D. Fisher and W. M. Kent; having plans prepared for 5000-bbl. oil refinery.

Tex., Fort Worth.—Texas-Meers Oil Co., capital \$500,000, inctpd.; W. A. Campbell, Leon Benoit and S. M. Davis.

Tex., Houston.—Gasoline Plant.—Gambler Oil Co. organized; Billie Mayfield, Jr., Pres., 314 Scanlon Bldg.; contemplates installing casing-head gasoline plant. (See Machinery Wanted—Gasoline Plant.)

Tex., Houston.—Oil Refinery.—Columbian Refining Co., capital \$500,000, organized by E. P. Barker, L. D. Moore and W. A. Rogers; erect oil refinery on ship channel; first unit to have daily capacity 100,000 bbls.

Tex., Laredo.—Oil Refinery.—Texas Gulf Refining & Pipe Line Co. will erect \$250,000 oil refinery.

Tex., Mineral Wells.—Allied Drilling Co., capital \$50,000, inctpd. by Ira J. Kerr, Roy R. Poe and others.

Tex., San Antonio.—Med-Frio Oil Corp., capital \$200,000, chartered by R. A. Love, H. W. Quinan and Henry C. King, Jr.

Tex., San Antonio.—Storage Tanks.—Elliott Jones & Co., 406 Frost Bldg., capital \$300,000, inctpd.; Elliott Jones, Pres.; E. O. Garrett, Secy.-Treas.; erect storage tanks and garage; also warehouse and office building.

Tex., Sipe Springs.—Sipe Springs Oil Co., capital \$500,000, organized by Bus Whiteside and others; has 1100 acres of land and will drill.

Tex., Wichita Falls.—Oil Refinery.—American Refining Co., 408 National Bank Bldg., will erect additional stills and equipment.

W. Va., Charleston.—Blue Lick Oil & Gas Co., capital \$75,000, inctpd. by W. D. Lewis, Albert Sahley and E. C. Sanston.

W. Va., Hurricane.—Hurricane Development Co., capital \$30,000, inctpd. by O. H. Parkins and others.

W. Va., Wheeling.—Lawoodner Oil Co., capital \$500,000, inctpd. by A. L. Boughner, W. A. Hodge and E. W. Westwood.

Ice and Cold-Storage Plants.

Ark., Helena.—Morris Packing Co. (general office, Chicago) is reported to erect cold-storage plant and concrete salesroom.

Ark., Clinton.—Henry Graham contemplates installing ice plant.

Fla., Leesburg.—City voted bonds to purchase plant from Leesburg Ice Co. Address The Mayor.

Fla., Tampa.—F. T. Wilson, Weirsdale, Fla., purchased ice plant and will improve.

Ga., Columbus.—Kinnett Ice Cream Co. will establish ice plant; cost \$30,000.

Mo., Marshall.—Marshall Ice Co. contemplates installing cold-storage plant.

Mo., St. Louis.—Harlan & Harlan Machine Works will install 100-ton refrigerating machinery and 20 to 30-ton ice plant.

Okl., Norman.—Laundry.—Oklahoma State Hospital, D. W. Griffin, Supt., will complete ice, power and heating plant; cost \$45,000. (See Miscellaneous Enterprises.)

Okl., Tulsa.—Armour & Company (main office, Chicago) will erect cold-storage plant costing \$50,000; plans to develop poultry industry.

S. C., Durham.—Durham Ice Co. will install additional machinery. (Lately noted inctpd.)

S. C., Manning.—Manning Light & Ice Co. increased capital from \$15,500 to \$20,000.

Tex., Athens.—F. N. Frano & Son purchased ice plant; install additional machinery.

Tex., Dallas.—Dallas Light & Power Co. purchased ice and power plant; will expend \$35,000 for alterations and additions.

Tex., Freeport.—Mallory Ice Co. will build ice plant.

Tex., Paducah.—City will vote on bonds for ice and electric-light plant. Address The Mayor.

Tex., Paris.—Amis Brothers, Hugo, Okla., will erect brick cold-storage plant; 60x112 ft.; 1 story and basement; reinforced concrete; cost \$30,000.

Tex., Wichita Falls.—Wichita Ice Co. will rebuild plant reported wrecked by explosion.

Va., Hampton Roads.—United States Navy Dept., Washington, will erect refrigerating plant; cost \$100,000.

Land Developments.

Fla., Lakeland.—Lake Groves Co., capital \$100,000, organized; A. H. Devane, Pres.; C. W. Dean, V.-P.; W. W. Chase, Secy.-Treas.; develop 2000 acres.

Ga., Albany.—Adalucia Peacan Co., capital \$100,000, inctpd. by Jas. H. Johnson, Mercer Brown, both of Albany, and Robert H. Woodson, St. Louis, Mo.

La., Grand Cheniere.—Mermentau Mineral Land Co., E. C. Canning, Mgr., New Orleans, will establish sea island and Egyptian cotton plantation on 1400 acres Mermentau River land; has planted 250 acres.

Md., Hancock.—American Fruit Growers inctpd. by J. S. Crutchfield, Pittsburgh, Pa., and others; purchasing fruit orchards from Atlanta to Pacific Coasts, including Florida, Georgia and apple districts of Shenandoah and Cumberland Valleys; purchases approximate \$750,000; purchases include Tonoloway and Ailes Brothers' orchards. (Crutchfield & Woolfolk, Pittsburgh, lately reported to organize \$12,000,000 company for orchard developments, etc.)

Okl., Purcell.—City voted bonds for park improvements. Address The Mayor.

Tex., Mercedes.—W. M. Bancroft, New Orleans, and Hiram Hart, Brownsville, Tex., purchased Borderland Sugar Corp.'s 5400-acre sugar plantation, irrigation system and sugar mill; plan to install tile drainage, extend irrigation plant, install electric-generating station, set 500-acre citrus fruit orchard, grow oranges and grape fruit.

Lumber Manufacturing.

Ala., Tuscaloosa.—Cuba Lumber Co., capital \$25,000, inctpd.; J. C. Persons, Pres.; W. W. Shirley, V.-P.; Chas. Morris, Secy.; S. F. Claibach, Treas.

Ark., Walnut Ridge.—Henry Wrape & Co. purchased 3000 acres of timber land; will develop.

Ga., Valdosta.—Valdosta Timber Co., capital \$75,000, inctpd. by James A. Campbell, James A. Campbell, Jr. and others.

Ky., Whitesburg.—Mullins-Isaacs Lumber & Stave Co. purchased hardwood timber land on Powell's River; will develop.

Md., Hagerstown.—Southern Lumber & By-Products Co., capital \$80,000, inctpd. by J. W. Kayman, Samuel T. Logue and others.

Mississippi.—De Soto Land & Lumber Co., capital \$400,000, inctpd. by H. W. Bradley of Lansdowne, Pa.; Edwin James and D. H. Murphy of Philadelphia, Pa.

N. C., Farmville.—North American Development & Improvement Co., capital \$100,000, inctpd. by H. L. Humphrey, E. F. Huffines and J. Lloyd Horton.

N. C., Raleigh.—Hammer Lumber Co. increased capital from \$150,000 to \$200,000.

Tenn., Martin.—Martin Lumber Co., capital \$25,000, inctpd.; G. T. Chambers, Secy.-Treas.

Tenn., Memphis.—Kellogg Lumber Co., W. L. Crenshaw, Pres., purchased and will develop 3500 acres hardwood timber land on Sunflower River.

Tenn., Memphis.—Brown-Everts Lumber Co., capital \$200,000, inctpd. by G. W. Everts, E. O. White, John W. Palmer and others.

Tex., Abilene.—Musser Lumber Co., capital \$25,000, inctpd. by J. M. Musser and others.

Tex., El Paso.—Long Lumber Co. increased capital from \$50,000 to \$100,000.

Va., Lynchburg.—American Box Co. may install machinery to grind yellow pine shavings into sawdust. (See Machinery Wanted—Sawdust Machinery.)

W. Va., Huntington.—Broad River Lumber Co., capital \$300,000, inctpd. by R. L. Hutchinson, W. H. Baber, Jr., H. T. Lovett and others.

W. Va., Morgantown.—McCreery Lumber Co., capital \$25,000, inctpd. by C. F. Sely and others.

Metal-Working Plants.

Ark., Fort Smith.—Bed Springs.—Mitchell & Mitchell Mfg. Co., capital \$50,000, inctpd.; Albert Mitchell, Sr., Pres.; erect factory for bed springs.

Ark., Fort Smith.—Metal Drums.—Industrial Company will erect plant for metal drums as containers for products; also cooperage; daily capacity 6 carloads.

Okl., Tulsa.—Tools.—Hinderliter Tool Co., capital \$300,000, inctpd. by F. J. Hinderliter, A. W. Leonard and J. M. Glover.

Mining.

Ala., Gadsden.—Lead.—Blanche Lead & Mining Co., capital \$50,000, inctpd. by S. W. Riddle and others.

Ala., Spruce Pine.—Sand.—Smiths Lake Sand & Gravel Co. organized; H. Householder,

Prest.; H. Shields, V.-P.; O. E. Way, Secy.-Treas.; H. W. Lackey, Mgr., 301 Postoffice Bldg., Sheffield, Ala.; develop 185 acres; daily output 20 cars. Supersedes recent item. (See Machinery Wanted—Sand Plant.)

Tenn., Centerville—Phosphate.—Centerville Phosphate Co. will install 2 additional units to grind phosphate.

Tennessee—Phosphate.—Tennessee Copper & Chemical Corp., 61 Broadway, New York, will mine phosphate rock; has options on large acreages in Southeastern Tennessee near Georgia. (See Fertilizer Factories.)

Va., Staunton—Lime.—Staunton Lime Products Co. organized; H. N. Leavell, Prest., Louisville, Ky.; N. C. Taylor, V.-P., Mgr.; Paul J. B. Murphy, Secy.-Treas.; develop 15 acres; daily output 10 tons burnt lime; install lime grinder and hydrater. (Lately noted inceptd. capital \$5000.)

Miscellaneous Construction.

Ark., Blytheville—Natorium.—Blytheville Natorium Co. let contract to Brogden & Underwood at \$3750 to construct natorium; 26x28x7 ft.; wading pool 12x20x1 ft.; sand bottom. (Lately noted inceptd.)

Ark., Helena—Levee.—St. Francis Levee Board, Bridge Junction, Ark., will construct 4 mi. levee from end of present system controlled by district to north of St. Francis River below Helena; cost \$200,000; other improvements will increase cost to \$396,000.

Ga., Thomasville—Dehydrating.—Conservation Food Mfg. Corp. organized; Lee Neel, Prest.; J. F. Evans, Secy.-Treas.; has let contract for 10-ton capacity dehydrating plant; main product, sweet potatoes; William D. Edwards, Engr.

La., Shreveport—Natorium.—Victory Sanitarium Corp., E. L. Sanderson, Prest., will construct swimming pool; 370x100 ft.; 2 to 10 ft. deep; reinforced concrete; capacity 1,250,000 gals.; 2 wells, one salt water; water to be electrically treated; bathhouses for 1500 bathes; cost \$18,000.

N. C., Winston-Salem—Mausoleum.—A. H. Eller of Trust Dept. of Wachovia Bank & Trust Co. let contract to W. W. Leland Co. of New York to build mausoleum in Salem Cemetery; granite; cost about \$20,000.

W. Va., South Charleston—Fence.—Navy Dept., Washington, D. C. let contract Cyclone Fence Co., 2787 Woolworth Bldg., New York, at \$20,980 to build fence at U. S. Naval Ordnance Plant.

Miscellaneous Enterprises.

Ala., Dothan—Coffee Roasting.—Dothan Coffee & Coffee Roasting Co., C. J. Faulk, Mgr., increased capital \$31,000.

Ark., Little Rock—Dairy.—Terry Dairy Co. increased capital from \$25,000 to \$100,000.

Ark., Texarkana—Livestock.—Hern's Stock Farm, capital \$25,000, inceptd. by J. L. Hearn and others.

D. C., Washington—Greenhouse.—Dept. of Interior, 18th and F Sts., N. W., will construct greenhouse at Howard University, Howard Place and Georgia Ave. N. W.; bids until May 22.

Ky., Henderson—Ferry.—Henderson Ferry Co., capital \$3000, inceptd. by William Elliott and others.

Ky., Louisville—Contracting.—Speed-Parker, capital \$10,000, inceptd. by William Speed and others.

La., New Orleans—Printing Plant.—Times-Picayune Publishing Co., D. D. Moore, Mgr., has plans by Moise H. Goldstein, Title Guarantee Bldg., for printing plant; 4 stories and basement; steel and concrete; invites bids until June 16; drawings and specifications on

file with Archt. (Previously noted to erect building, 150x85 ft., and to install additional equipment, including stereotyping apparatus and octuple printing press.)

Md., Salisbury—Steam and Dry Cleaning.—George H. Leigh, East Church St., contemplates establishing steam and dry-cleaning plant; install machinery. (See Machinery Wanted—Cleaning Machinery.)

Mo., Joplin—Laundry.—Model Laundry, Edward Purkett, Prest., 923 Joplin St., will build 2-story addition to laundry; 33x57 ft.; cost \$3000.

Mo., Neosho—Dairy.—W. H. Hook interested in establishment of \$25,000 dairy.

Mo. Nelson—Grain Elevator.—Nelson Farmers' Elevator Co., will build 25,000-bu. grain elevator; reinforced concrete; Burrell Engineering & Construction Co., Archt., 327 S. La Salle St., Chicago.

N. C., Elizabeth City—Publishing.—Linotype Publishing Co., capital \$24,000, inceptd. by C. R. Pugh and others.

N. C., Greensboro—Road Material.—Willite Road Construction Co. of North Carolina organized; F. O. Shaw, Prest.; O. M. Dickinson, V.-P.; C. F. Lawrence, Secy.-Treas.; sell Willite (patented asphalt paving) in North Carolina. (Lately noted inceptd. with \$100,000 capital.)

Okla., Bixby—Bower, Brown & Baxter Elevator Co., Broken Arrow, Okla., will erect 28x30-ft., 60 ft. high, frame iron-clad building; open bids May 20; install grain elevator, machinery for recleaning wheat and oats and handling ear corn.

Okla., Butler—Threshing.—Liberty Threshing Co., capital \$4000, inceptd. by D. H. Stites and others.

Okla., Muskogee—Grain Elevators, etc.—J. W. S. Bower, Lake and Main Sts., let contract to J. C. McColium to erect frame iron-clad grain elevator, corn mill; 45x52 ft., 65 ft. high; cost \$20,000. Lately noted. (See Machinery Wanted—Motors; Corn Mill.)

Okla., Norman—Laundry.—Oklahoma State Hospital, D. W. Griffin, Supt., will erect laundry costing \$35,000; complete heating, power and ice plant; cost \$45,000.

Okla., Oklahoma City—Electrical Supplies.—Burkhart Electric Co., capital \$10,000, inceptd. by J. C. Burkhart and others.

S. C., Sumter—Laundry, etc.—E. T. Keels Co., capital \$5000, inceptd. by E. T. Keels and others.

Tenn., Lebanon—Printing.—Democrat Printing Co., capital \$8000, inceptd. by E. E. Adams and others.

Tex., Dallas—Laundry.—Oriental Laundry (R. A. Huber) will improve laundry; cost \$15,000.

Tex., Cuero—Publishing.—Cuero Publishing Co., capital \$15,000, inceptd. by J. C. Howerton and others.

Tex., Fort Worth—Grain Company, capital \$20,000, inceptd. by Joseph W. Felix and others.

S. C., Columbia—Transportation.—Columbia Truck Transportation Co., capital \$3000, inceptd. by C. H. Suydam, Prest.; W. B. Whitton, V.-P.; W. L. Morris, Secy.-Treas.

Tex., Amarillo—Grain Elevator.—R. B. Humphrey and others will erect grain elevator; daily capacity 500,000 bu.; cost \$300,000.

Tex., Houston—Laundry, etc.—Eureka Laundry & Dye Works, capital \$100,000, inceptd. by J. M. Boyle, G. J. Palmer and C. A. Palmer.

W. Va., Charleston—Printing.—Commercial Printing Co., capital \$25,000, inceptd. by D. A. Jayne and others.

Tex., Kenedy—Mineral Well.—Kenedy Hot Mineral Well, capital \$30,000, inceptd. by J. G. Steiger and others.

Tex., Marlin—Potato Curing.—Mr. Christman and others will organize \$25,000 company; erect sweet-potato curing plant.

Va., Graham—Transportation.—West Graham Passenger & Transfer Co., capital \$10,000, inceptd.; W. F. Baugh, Prest.; G. A. Reynolds, Secy.

W. Va., Charleston—Engineering.—Engineering Service Co., capital \$20,000, inceptd. by P. J. Goodwin and others.

W. Va., Fairmont—Construction.—People's Realty & Construction Co., capital \$50,000, inceptd. by C. E. Miller, E. S. Phillips and others.

W. Va., Morgantown—Construction.—Thoney Pietro Co., capital \$100,000, inceptd. by Henry Pietro, Mike Rich, Carlo Novelli and others.

Miscellaneous Factories.

Ala., Gadsden—Bottling.—Gadsden Chero-Cola Bottling Co., capital \$14,000, inceptd. by W. K. Hatcher and others.

Fla., Daytona—Bakery.—A. B. C. Company, South Beach St., will erect bakery; brick; 60x100 ft.; 50 windows; install \$3000 oven with hourly capacity 18,000 loaves.

Fla., Miami—Bakery.—John Seybold purchased site 125x140 ft.; erect bakery; cost \$100,000.

Ga., Columbus—Candy.—Kaufman Brothers, capital \$50,000, organized by Mony and Sam Kaufman; manufacture candy.

Ga., Rome—Ice Cream.—Purity Ice Cream Co. will install additional machinery.

Ky., Ashland—Creamery.—Cincinnati Milk Producers' Assn., W. E. Mailander, Prest., Cincinnati, Ohio, will install creamery.

Ky., Louisville—Ovee Mfg. Co. increased capital from \$10,000 to \$100,000.

Ky., Louisville—Candy.—Lewis Candy Co. will erect \$11,000 candy factory.

Ky., Paducah—Shoes.—International Shoe Co. will remodel interior of building to manufacture shoes; purchased machinery; erect 3-story brick addition for offices. (Lately noted.)

La., Lake Charles—Bakery.—Beaumont Bakery Co. inceptd.; Wm. Schnick, Prest.; G. B. Watkins, V.-P.; erect 60x100-ft. bakery; brick with glass front; cost \$12,000; install machinery and equipment costing \$33,000; daily capacity 24,000 loaves bread.

La., Monroe—Candy.—Watson & Aven Corp., F. T. Watson, Prest., will erect candy factory in connection with ice-cream plant; 2 stories; brick.

La., New Orleans—Sugar and Molasses.—Liberty Sugar and Molasses Products Co., capital \$500,000, inceptd. by H. O. Penick, 624 Lowerline St., New Orleans, Horace Wilkinson, Port Allen, La., and W. G. Strange, Newlin, La.

Md., Baltimore—Bottle Caps.—Hygienic Bottle Cap Co., Wesley W. Mason, Mgr., 401 Calvert Bldg., organized; factory site not selected; purchased \$25,000 machinery; daily output 500,000 bottle caps. (Lately noted inceptd., capital \$300,000.)

Miss., Tupelo—Creamery.—Tupelo Creamery Co. will rebuild burned plant.

Mo., Columbia—Shoes.—Hamilton-Brown Shoe Co. let contract to H. D. Simon to erect 3-story 25x60-ft. building; cost \$9000.

Mo., Columbia—Shoes.—Hamilton Brown Shoe Co., St. Louis, let contract to H. D. Simon to build addition to shoe factory; 3-story; 25x60 ft.; cost \$9000.

Mo., Springfield—Creamery.—Patton Creamery Co. will erect \$15,000 addition.

N. C., Aberdeen—Non-alcoholic Wine.—Gar-

rett & Co., New York, will erect \$5,000 plant for non-alcoholic wine.

N. C., Hickory—Overalls.—Hickory Overall Co., J. D. Elliott, Prest., will erect 2-story brick overall factory; 50x200 ft.; cost \$25,000.

N. C., Tarboro—Tobacco.—Hart Tobacco Co., capital \$100,000, inceptd. by R. B. Hyatt, W. C. Hudson, W. P. McCraw and others.

Okla., Perry—Ice Cream.—E. W. Williams, Pawnee, Okla., will install ice-cream plant.

Okla., Durant—Candy.—Durant Candy Co., capital \$6000, inceptd. by O. R. Salmon and others.

Okla., Shawnee.—S. H. Lester, capital \$10,000, inceptd. by Richard B. Moore and others.

Okla., Tulsa—Barber Supplies, etc.—Tulsa Mfg. & Barbers' Supply Co., capital \$25,000, inceptd. by C. W. Hodges and others.

S. C., Charleston.—Carolina Company increased capital from \$100,000 to \$500,000.

S. C., Darlington—Bottling.—Darlington Bottling Co., capital \$10,000, inceptd. by B. O. Bristow and others.

S. C., Florence—Bakery.—Boyd-Russ Baking Co. will erect \$20,000 addition to factory; McCormick Company, Engr.

Tenn., Chattanooga—Moving-picture Films.—Calvert-Harrison Feature Picture Producing Co. let contract to Mark K. Wilson Co. to erect film factory and studio; sandstone structure; cost \$50,000; plans by Alsop & Phillips, Archts. (Lately noted.)

Tex., Dallas—Ice Cream.—Dallas Hotel Co. will convert beer-distributing depot into ice-cream factory.

Tex., Dallas—Ice Cream.—Columbia Mfg. Co. will expend \$35,000 for improvements to plant.

Tex., Houston—Cigars.—Republic Cigar Co., capital \$100,000, inceptd. by Harry H. Houston, P. H. Lamb and A. D. Dyess.

Tex., Texarkana—Glass.—Twin Glass Co. organized; Leo Krouse, Prest.; Orrie Colaw, V.-P. and Mgr.; Louis Heilbron, Secy.-Treas.; plans improvements and additions to cost \$25,000; manufacture window glass. (Lately noted inceptd., capital \$100,000.)

Va., Norfolk—Bags and Twine.—Bag & Twine Corp. chartered; Ralph H. Daughton, Prest.; J. Emmett Guy, Secy.

Va., Petersburg—Trunks and Bags.—Independent Trunk & Bag Co. let contract to E. L. Bass & Bros. to erect 1-story 60x49-ft. building; cost \$20,000. (Lately noted.)

Va., Staunton—Soap.—C. C. Chambers, Atlanta, Ga., will establish plant to manufacture soap.

W. Va., Warwood—Electrical Signs.—High-glow Dist. Electric Sign Co. will convert aircraft plant into electrical sign factory.

W. Va., Wheeling—Glass.—Central Glass Works let contract to R. R. Kitchen Co. to erect 3-story factory; C. W. Bates, Archt., Smulbach Bldg. (Lately noted.)

Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Automobiles.—Motor Sales Co., capital \$10,000, inceptd.; W. E. Hammers, Prest.; Chas. Wegelin, V.-P.; G. B. Dood, Secy.-Treas.

Ala., Troy—Garage.—Knox Henderson will erect garage and showroom; brick; 2 stories.

D. C., Washington—Garage.—Harper & Zimmerman will erect 2-story 65x140x130-ft. building; cost \$70,000; B. Stanley Simmons, Archt., District National Bank Bldg.

D. C., Washington—Garage.—Donohue Motor Co. will erect 3-story 45x100-ft. addition; cost \$30,000; B. Stanley Simmons, Archt., District National Bank Bldg.; bids opened.

D. C., Washington—Garages, etc.—Thos. Machon, 1324 Fidelity Bldg., Baltimore, Md., will erect 12 garages and apartment-houses;

3-story, 40x80 ft., 22x68 ft.; cost \$80,000; W. W. Pagon, Archt., 509 Lexington Bldg., Baltimore, Md.

D. C., Washington—Garage.—R. Cooksey let contract to C. A. Barker to build 5-story brick garage and service station; cost \$18,000; Frank Tomlinson, Archt.

D. C., Washington—Garage.—Semmes Motor Co., 617 G St. N. W., retained Milburn, Heister & Co., Archts., 710 14th St. N. W., to prepare plans for addition to garage.

D. C., Washington—Garage.—N. Edelson let contract to H. I. Leapley to erect garage.

D. C., Washington—Garage.—Bruce S. Branson, Evans Bldg., let contract to W. A. Kimmel, Evans Bldg., to erect 2-story 125x50-ft. building; cost \$80,000; W. A. Vaughn, 61 New York Ave.

D. C., Washington—Garage.—B. Auth Provision Co., N. Auth, Mgr., 623 D St., let contract to R. T. Whitty Co., Union Trust Bldg., to erect 2-story 61x85-ft. building; cost \$30,000. (Lately noted.)

Fla., Daytona—Garage.—A. J. Malby will erect 70x150-ft. garage; 2 stories; capacity 75 automobiles; brick or hollow tile.

Fla., Jacksonville—Garage.—R. S. Nicholson will erect garage; cost \$10,000; Mark & Sheftall, Archts., 210 Clark Bldg.

Ga., Athens—Garage.—W. I. Abney will occupy garage to be erected by A. G. Dudley.

Ga., Macon—Automobiles.—Square Deal Garage Co., capital \$2000, inceptd. by H. D. Washburn and others.

Ga., Milledgeville—Automobiles.—B. G. Glass Motor Co. will occupy 65x90-ft. modern front brick building to be erected by J. E. Kidd; open bids August 15; J. R. MacEachron, Archt., Wellington Apartments, Atlanta.

Ky., Lexington—Filling Station.—Standard Oil Co., Ben D. Myers, Supt., will erect automobile and gasoline filling station; tile; site 90x50 ft.; 2 driveways.

La., Lake Charles—Garage.—Miller Brothers let contract to Knapp & East to erect 150x50-ft. addition; brick; cost \$15,000.

Md., Baltimore—Garage and Residence.—Julian White Ridgeley, Union Trust Bldg., will erect garage and residence; Thos. Bond Owings, Archt., 347 N. Charles St.

Md., Baltimore—Garage.—Standard Oil Co., Hanover and Barney Sts., will erect garage and machine shop; station and office; engine and pumphouse; wagon shed.

Md., Baltimore—Garages, etc.—Edgar Snavely, Edgemore, Sparrows Point, Md., let contract to Gladfelter & Chambers, 35th and Roland Ave., to erect 1 and 2-story, 100x150-ft. garage, apartment and storage building; W. L. Palmer, Archt., 513 N. Charles St.

Md., Baltimore—Garages.—Harry Grauel, Roland Park, let contract to Joseph S. Small, 3565 Cedar Ave., to erect 19 garages, 10x18 ft.

Md., Baltimore—Garages, etc.—Alvis S. Rowe, 628 Euclid Ave., will erect 11 garages and store; Arthur Towne, Archt., 103 Elmwood Road.

Md., Baltimore—Garages.—H. E. Egnoth, 109 N. Highland Ave., will erect 29 garages; 10x20 ft.; Callis & Callis, Archts., 2055 Kennedy Ave.

Md., Baltimore—Garages.—Geo. Klein, 2921 Belmont Ave., will erect 30 garages; 10x18 ft.; Geo. Wessel, Archt., 2753 Winchester St.

Md., Baltimore—Garage.—A. E. Block, 1014 Morton St., will erect garage and apartment-house; 1 story; 18x47 ft.; John R. Forsythe, Archt., 4307 Penhurst Ave.

Mo., St. Louis—Garage.—Weber Implement & Automobile Co. will erect 3-story concrete garage; 250x150 ft.; 112,500 sq. ft. floor space; cost \$350,000.

N. C., Graham—Automobiles.—Alamance Motor Co., capital \$25,000, inceptd. by A. B. Thompson and others.

N. C., Greensboro—Automobiles.—Imperial Motors Corp. inceptd. by J. M. Cates and others.

N. C., Hickory—Garage.—J. D. Elliott and C. H. Geltner will erect 2-story 125x125-ft. garage; cost \$25,000.

N. C., Kings Mountain—Automobile, etc.—A. H. Cornwell Co., capital \$50,000, inceptd. by A. H. Cornwell, C. B. Falls and others.

N. C., Winston-Salem—Automobiles.—J. O. White & Son will erect fireproof building to manufacture automobiles, etc.

N. C., Winston-Salem—Tires.—Hanes Rubber Co. will double tire-manufacturing plant; extend 2-story 200x80-ft. building and install new machinery; build warehouses; undertake extensive mill village improvements; build 10,000 spindle mill to manufacture cotton products for tires; Lockwood, Greene & Co., Engrs.-Archts., Boston, Mass., and Atlanta, Ga. (Supersedes recent item.)

N. C., Winston-Salem—Automobiles.—Auto-Motive Company, capital \$125,000, inceptd. by J. L. Gilmer, P. Gilmer, Jas. A. Gray and others.

S. C., Columbia—Automobiles.—M. C. Johnson Motor Co., capital \$10,000, inceptd. by M. C. Johnson and others.

S. C., Columbia—Vulcanizing.—Southern Vulcanizing Co. increased capital from \$5000 to \$15,000.

S. C., Greenville—Automobiles.—Overland Piedmont Co., capital \$30,000, inceptd.; W. M. Thompson, Prest.; J. C. Harer, Secy.-Treas.

S. C., Laurens—Filling Station.—Auto Gas & Oil Co., capital \$5000, inceptd. by W. M. Martin and others.

Tenn., Carthage—Automobiles.—Carthage Motor Co., capital \$25,000, inceptd. by F. G. Lee and others.

Tenn., Lafayette—Garage.—McClellan Brothers will erect brick garage; cost \$10,000.

Tenn., Memphis—Tires.—Wood-Wilson Tire Co., capital \$15,000, inceptd. by H. C. Wood and others.

Tex., Houston—Automobiles.—Four Sevens Auto Co. increased capital from \$69,000 to \$200,000; erect building for automobiles; cost \$45,000.

Tex., Houston—Garage.—Dow Motor Co. will erect \$36,000 garage.

Tex., Houston—Storage Batteries.—Houston Electrical Service Co. increased capital from \$2500 to \$20,000; changed name from Houston Storage Battery Co.

Tex., Houston—Motor Trucks.—Ranger Motor Truck Co. let contract to W. C. Hedrick Construction Co. for truck factory; sawtooth structure; 120x400 ft.; 4 units, 30 ft. each; steel, concrete and brick; 48,000 sq. ft. floor space; wood block flooring on 6-in. concrete base; 10,000 sq. ft. floor space of machine shop and finished stockroom; 20x400-ft. platform; 60x50-ft. forge shop.

Tex., Ranger—Garage.—M. R. Newnham will erect 1-story, 100x140-ft., ordinary-construction building; bids until May 28; David S. Castle, Archt., 29 Radford Bldg., Abilene, Tex.

Tex., San Antonio—Garage.—Elliott Jones & Co., 406 Frost Bldg., capital \$300,000, inceptd.; Elliott Jones, Prest.; E. O. Garrett, Secy.-Treas.; erect garage and storage tanks for oil; also warehouse and office building.

Va., Newport News—Garage, etc.—W. E. Rouse, 238 25th St., will erect garage and undertaking parlors; cost \$40,000; Herbert W. Simpson, Archt., Board of Trade Bldg., Norfolk, Va.

Va., Richmond—Locomotives.—White Ameri-

can Locomotive Sander Co. increased capital from \$75,000 to \$99,000.

Va., Richmond—Garage.—M. Eisen will erect brick garage; cost \$2000.

W. Va., Bluefield—Automobiles.—Dixie Motor Co., capital \$50,000, incptd. by R. E. Lazenby, B. H. Hancock and others.

W. Va., Charleston—Tires, etc.—Charleston Cut Rate Tire & Accessory Co., capital \$5000, incptd. by P. Wells and others.

W. Va., Clarksburg—Garage.—Garrett Automobile Co. let contract to I. F. Lawman, 310 North St., to erect 1 and 2-story 100x145-ft. building; commercial garage; cost \$20,000; E. J. Woods, Archt., Lowndes Bldg.

Va., Norfolk—Automobiles.—Davis Motor Sales Co., capital \$5000, incptd.; Harry Silver, Pres.; Nathan Sternberg, Secy.

W. Va., Wheeling—Garage.—Wilbur Miller let contract to Saml. Nesbitt to erect 2-story garage building; Geo. H. Dieringer, Archt., 518 Wheeling Bank & Trust Bldg.

Railway Shops, Terminals, Roundhouses, Etc.

Ark., Little Rock—Chicago, Rock Island & Pacific R. R., H. G. Clark, Ch. Engr., Chicago, is reported to erect buildings for car shops at Biddle.

Road and Street Work.

Ala., Scottsboro.—Jackson County Comms. let contract M. C. Adkin & Sons at \$29,534 to grade, drain and surface with chert Scottsboro and Fackler Road, portion of State Trunk Road No. 4; 7 mi. (Lately noted to have let contract.)

Ark., Harrisburg.—Poinsett County Comms., Road Dist. No. 3, Osceola, Ark., will construct 25 mi. graded earth roads; 200,000 cu. yds. earth excavation; bids until June 2; Pride & Fairley, Engrs., Osceola, Ark. (See Machinery Wanted—Road Construction.)

A-k., Osceola.—Mississippi County Comms. of Burdette Road Improvement Dist. No. 3 will construct 26 mi. graded earth road; 200,000 cu. yds. earth excavation; 45 acres clearing and grubbing; 20 ft. 18-in., 30 ft. 24-in. pipe; 75 cu. yds. concrete in head walls; bids until June 2; Pride & Fairley, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Osceola.—Mississippi County Comms. of Osceola and Little River Road Improvement Dist. No. 1 will construct 12½ mi. graded earth roads; 90,000 cu. yds. earth excavation; 7 acres clearing and grubbing; 300 ft. 18-in. pipe; 600 ft. 24-in. pipe; 180 ft. 36-in. pipe; 48 cu. yds. concrete in headwalls; bids until June 2; Pride & Fairley Engrs. (See Machinery Wanted—Road Construction.)

Ark., Osceola.—Mississippi County Comms. of Etowah Road Improvement Dist. No. 2 will construct 20 mi. graded earth roads, 140,000 cu. yds. earth excavation; 75 acres clearing and grubbing; 35 ft. 18-in., 20 ft. 24-in., 2 ft. 36-in. pipe; 100 cu. yds. concrete in headwalls; bids until June 2; Pride & Fairley, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Osceola.—Mississippi County Comms. of Luxora and Little River Road Improvement Dist. No. 2 will construct 75 mi. graded earth roads; 650,000 cu. yds. earth excavation; 197 acres clearing and grubbing; 3180 ft. 18-in., 1230 ft. 24-in., 45 ft. 36-in. pipe; 223 cu. yds. concrete in headwalls; bids until June 2; Pride & Fairley, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Osceola.—Mississippi County Comms. of Road Improvement Dist. No. 5 will construct 45 mi. graded earth roads; 343,600 cu. yds. earth excavation; 136 acres clearing and grubbing; 1530 ft. 18-in. and 480 ft. 24-in. pipe;

70 cu. yds. concrete in headwalls; bids until June 2; Pride & Fairley, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Pine Bluff.—Jefferson County Comms. engaged Parkes Engineering Co. of Pine Bluff as engineers for road construction near Plumerville; cost \$250,000.

Ark., Sheridan.—Grant County Comms. of Road Dist. No. 5 issued \$100,000 bonds for road construction.

Fla., Daytona Beach.—Town will construct 48,000 sq. yds. pavement, 30,000 sq. ft. sidewalk, \$400 ft. of 5x16-in. concrete curb, etc.; also 15, 12, 10 and 8-in. sewers; 300 "Y" connections; 21 manholes; 31 catch basins; bids until June 9; C. M. Rogers, Consult. Engr., Daytona, Fla. (See Machinery Wanted—Paving.)

Fla., Sanford.—Seminole County voted \$350,000 bonds to construct brick roads. Address County Comms.

Fla., Winter Park.—City let contract to Southern Clay Mfg. Co., Chattanooga, Tenn., to construct 19,000 sq. yds. paving and 18,000 ft. curbing; cost \$60,000; Dudley Matthews, Clerk. (Bids lately noted.)

Ga., Americus.—Sumter County Comms. engaged Thomas & Hawkins, Engrs., Atlanta, to make surveys preparatory to constructing roads; expend \$1,000,000. (Lately noted to have voted \$500,000 bonds and to receive \$500,000 Federal appropriation.)

Ga., Augusta.—City let contract Lawrence Construction Co., 127 8th St., Augusta, and A. B. Crump Construction Co., Macon, Ga., at \$162,892 to construct 55,000 sq. yds. concrete pavement on Walton Way from 15th St. to Monte Sano Ave.; W. H. Wise, acting City Engr. (Lately noted inviting bids.)

Ga., Brunswick.—Glynn County Comms., Constant Miller, Chrmn., will construct roads along Dixie Highway; voted \$350,000 bonds; will have \$350,000 from Federal Government; E. R. Conant, Engr., Savannah, Ga. (Lately noted to vote bonds.)

Ga., Buchanan.—Haralson County, W. J. Speights, Official, let contract to Stanley & Springer, Bremen, Ga., to construct roads; may have \$400,000 available; Garrett & Slack, Engrs., Montgomery, Ala. (Lately noted to vote May 24 on \$200,000 bonds.)

Ga., Camilla.—Mitchell County Comms. ordered vote July 3 on \$400,000 bonds to pave roads.

Ga., Cleveland.—White County Comms. ordered vote on \$100,000 bonds for road improvements.

Ga., Cordele.—Crisp County voted \$350,000 bonds to construct roads. (Lately noted to vote.)

Ga., Gainesville.—Hall County Comms. ordered vote on \$600,000 bonds for improvement of roads. (Lately noted to issue bonds.)

Ga., Griffin.—Spalding County voted \$350,000 bonds to construct roads. (Lately noted to vote on bonds and inviting bids until June 3 to construct roads.)

Ga., Jefferson.—Jackson County voted \$100,000 bonds to construct roads. Address County Comms. (Previously noted to vote.)

Ga., Lagrange.—Troup County votes May 27 on \$500,000 bonds to construct roads; J. H. Hardy, Chrmn. Comms. of Roads and Revenues. (Lately noted to vote.)

Ga., Nashville.—Berrien County voted \$500,000 bonds to construct roads. Address County Comms. (Lately noted to vote.)

Ga., Quitman.—Brooks County Comms. ordered vote June 18 on \$500,000 bonds to construct roads and bridges. (Lately noted to vote.)

Ga., Sylvester.—Worth County Comms. ordered vote June 25 on \$400,000 bonds to construct roads.

Ky., Catlettsburg.—Boyd County will improve 7.75 mi. Catlettsburg-Grayson Road; surface with brick, concrete or bituminous slag macadam, with slag or sand-stone base; width, 16 ft.; 46,382 cu. yds. earth excavation; 5118 cu. yds. rock excavation; 492 lin. ft. 12 to 24-in. tile; 23,118 lbs. reinforcing steel, etc.; Boyd County Fiscal Court receives bids until May 29; R. Wiley, Commr. of Roads, Old Capitol Bldg., Frankfort, Ky. (See Machinery Wanted—Road Construction.)

Ky., Grayson.—Carter County Road Comsn., Rodman Wiley, Commr., let contract to King Construction Co. at \$125,000 to construct 11.27 mi. road from Grayson-Boyd county line.

Ky., Lexington.—Fayette County voted \$100,000 bonds to construct road from Lexington to Winchester; \$100,000 Federal aid available. Address County Comms.

Ky., Paris.—City will pave streets with asphalt and concrete; \$15,000 bonds authorized; E. B. January, Mayor.

La., Alexandria.—Rapides Parish Police Jury ordered vote July 1 on \$2,000,000 bonds to construct hard-surfaced roads; I. W. Sylvester, Engr., prepared preliminary report.

La., Cameron.—Cameron Parish Comms., of Road Dists. Nos. 3, 4 and 5 will construct highways; cost \$400,000; bids until July 7; T. H. Mandell, Engr., Lake Charles, La. Lately noted to vote on \$390,000 bonds. (See Machinery Wanted—Road Construction.)

La., De Ridder.—Beauregard Parish, Road Dist. No. 4, defeated \$80,000 bond election. (Noted in March to vote.)

La., Tallulah.—Madison Parish Police Jury ordered vote June 10 on \$500,000 bonds to construct gravel roads; W. S. Craig, Secy.

La., Vidalia.—Concordia Parish voted \$800,000 bonds to construct 105 mi. graveled roads; Government will aid. Address Concordia Parish Police Jury. (Lately noted to vote.)

Md., Baltimore.—State Roads Comsn., 601 Garrett Bldg., let contract Union Paving Co., 119 Lafayette St., Schenectady, N. Y., at \$100,622 to pave 1.18 mi. of Monroe St. from Eagle to Mosher St.; 39 ft. wide; sheet asphalt on 6-in. concrete base. (Lately noted inviting bids.)

Md., Denton.—State Roads Comsn., 601 Garrett Bldg., Baltimore, let contract Peninsula Construction Co., Berlin, Md., at \$78,456 to construct 2.5 mi. of road from Grove to Bureau, Caroline County; 15 ft. wide; concrete. (Lately noted inviting bids.)

Md., Rockville.—State Roads Comsn., 601 Garrett Bldg., Baltimore, let contract Fisher & Carozza, 903 Calvert Bldg., Baltimore, at \$67,463 to construct 1.76 mi. of highway through Rockville; 15 ft. wide; concrete. (Lately noted inviting bids.)

Miss., Aberdeen.—Monroe County, Dist. No. 3, will construct 4.46 mi. of Lavender and Hamilton Road and 4 mi. of Aberdeen and Caledonia Rd.; 60,970 yds. grading, 4564 yds. gravel and 465 ft. 18, 24 and 36-in. pipe; Road Comms. (W. M. Grace and others) receive bids until June 2. Gus E. Hauser, Engr., Columbus National Bank Bldg., Columbus, Miss. (See Machinery Wanted—Road Construction.)

Miss., Clarksburg.—City voted \$300,000 bonds to pave streets, extend sidewalks, etc. Lately noted to vote. Address City Comms. (See Water-works.)

Miss., Columbus.—Lowndes County, Bent Oak Dist., voted bonds to construct roads. Address County Comms. (Lately noted to vote.)

Miss., Columbus.—Lowndes County, Road Dist. No. 4, voted \$60,000 bonds to construct roads. Address County Comms. (Lately noted to vote.)

Miss., Columbus.—Lowndes County, Tusca-

Iowa Dist., voted bonds to construct roads. Address County Commrs.

Miss., Indianola.—Sunflower County, Road Dist. No. 5, will gravel 25 mi. of road; Road Commrs. receive bids until June 2; H. S. Stansel, Engr., Ruleville, Miss. (See Machinery Wanted—Road Construction.)

Miss., Indianola.—Town will construct 20,000 sq. yds. concrete pavement; bids open June 12; W. R. French, Clerk. (See Machinery Wanted—Paving.)

Miss., Isola.—City will construct 4000 sq. yds. sidewalks; bids until June 3; J. E. Herron, Clerk. (See Machinery Wanted—Paving.)

Miss., Iuka.—Tishomingo County Commrs. will construct roads; \$127,000 available; open bids June 2. (Lately noted voted \$100,000 bonds.)

Miss., Jackson.—Highway Comsn. of Utica Road Dist., Hinds County, will construct 4.2 mi. of road between Natchez and Jackson; 2.5 acres clearing and grubbing; 23,000 cu. yds. grading; 5250 cu. yds. gravel, etc.; bids opened May 20; Xavier A. Kramer, State Highway Engr., Jackson. (See Machinery Wanted—Road Construction.)

Miss., Magnolia.—Pike County Road Dist. No. 5, B. F. Owens, Highway Comar., let contract to C. S. Gilchrist at \$25,000 to grade and gravel roads.

Miss., Magnolia.—Pike County Board of Suprvs. ordered vote June 28 on \$300,000 bonds for improving highways.

Miss., Monticello.—Lawrence County Road Dist. No. 4 will issue \$75,000 bonds for road improvements; J. H. Teunisson, Clerk Board Suprvs. (Supersedes recent item.)

Miss., Moss Point.—City votes June 3 on \$35,000 bonds to improve streets. Geo. W. O'Neill, Mayor.

Miss., Rolling Fork.—City engaged Xavier A. Kramer, Consit. Engr., Magnolia, Miss., for construction of sidewalks, electric-light, water and sewerage improvements.

Miss., Tunica.—Tunica County, Road Dist. No. 3 will construct 10½ mi. of road, 2½ mi. being one-half of 5-mi. highway; County Suprvs., Turner Williams, Clk., receive bids until June 2; L. W. Mashburn, Engr., Clarksdale, Miss. (See Machinery Wanted—Road Construction.)

Miss., Tunica.—Tunica County, Beat No. 2, will construct 2½ mi. of road (one-half of 5-mi. highway); County Suprvs., Turner Williams, Clk., receive bids until June 2; L. W. Mashburn, Engr., Clarksdale, Miss. (See Machinery Wanted—Road Construction.)

Mo., Kansas City.—City let contract to E. B. Stewart at \$18,465 to widen and grade Baltimore Ave. from 14th St. to Southwest Blvd.

Mo., Mount Vernon.—Lawrence County Commrs. will construct 26 mi. hard-surfaced roads, Ozark Trail Highway; county voted \$35,000 bonds; State and Federal aid \$49,000.

Mo., Paris.—Monroe County Special Road Dist. Commrs. ordered election on \$64,000 bonds to construct 17½ mi. hard-rock road; \$100,000 available, including Government aid.

Mo., St. Joseph.—City contemplates paving 22d St. from Duncan to Garfield Sts. with asphaltic concrete; cost \$83,000. Address The Mayor.

N. C., Asheville.—Buncombe County Commissioners, B. A. Patton, Chrmn., will construct 5 mi. macadam road from Hominy Creek to Sandy Bottom; bids until June 2. (See Machinery Wanted—Road Construction.)

N. C., Franklin.—Macon County, Highlands Township, votes June 9 on \$14,000 bonds to improve roads. Address County Commrs.

N. C., Gastonia.—Gaston County will construct 3 mi. road between Gastonia and Pleasant Ridge; 6-in. (penetration) rock founda-

tion; width 18 ft.; County Commrs., O. B. Carpenter, Clerk, receives bids until June 5. (See Machinery Wanted—Road Construction.)

N. C., Marion.—McDowell County Highway Comsn., Hugh F. Little, Chrmn., will construct central highway between Burke and Buncombe County lines, connecting Asheville, Hickory, Statesville, Salisbury and cities in Eastern section of State; extend through Blue Ridge and Black Mountains; length 32 mi.; cost \$300,000 to \$300,000; will purchase road machinery; L. R. Ames, Engr., care of Marianna Hotel, Marion. (See Machinery Wanted—Road Machinery.)

N. C., Morganton.—City contemplates issuing \$75,000 bonds for street improvements. Address The Mayor.

N. C., Washington.—State Highway Comsn., Frank Page, Chrmn., Raleigh, N. C., will construct section of Norfolk-Wilmington Highway; 4000 cu. yds. earth excavation; 11,661 sq. yds. reinforced concrete pavement; 11,662 sq. yds. plain concrete pavement; construct 7 culverts in Beaufort County; bids until May 31; W. S. Falls, State Highway Engr. (See Machinery Wanted—Road Construction.)

S. C., Abbeville.—City voted \$90,000 bonds to pave streets; \$90,000 additional to be available through assessment. Address The Mayor.

S. C., Anderson.—Anderson County voted \$1,450,000 bonds to construct concrete roads. Address County Commrs. (Lately noted to vote.)

S. C., Columbia.—City will pave Assembly St. from Gervais to Taylor Sts. with brick, asphalt, concrete or bitulithic; roadway 30 ft. wide; 40-ft. parkway; granite curb to encircle parking space; bids until June 3; T. Keith Legare, City Engr. (Lately noted.)

S. C., Columbia.—City, M. M. Rice, Supt. of Engineering and Streets, will pave Assembly St. from Gervais to Taylor St.; 5000 ft. curbing; 17,000 sq. yds. paving with asphalt, bitulithic, vitrified brick or cement concrete; bids until June 3; T. Keith Legare, Engr. (See Machinery Wanted—Paving.)

S. C., Gaffney.—R. A. Dobson, Edward Phillips, W. A. Austell and others will construct road from County Home; let contract to Mr. Gregory.

S. C., Greenville.—American Spinning Co. will pave streets and sidewalks throughout mill village; 3 mi. of street paving, with concrete and top soil; 25,000 lin. ft. concrete sidewalks; 25,000 lin. ft. cement curb and gutter; storm sewers, etc.; let contract to Slattery & Henry of Greenville.

S. C., York.—Government will construct 2 mi. of 18-ft. concrete road between Yorktown and Lee Hall, Va.; bids at office Construction Division of Army, Washington, D. C., until May 19. (See Machinery Wanted—Road Construction.)

S. C., York.—York County, King's Mountain Township, voted \$60,000 bonds to improve roads. Address County Commrs.

Tenn., Jacksboro.—Campbell County Court authorized \$328,000 bond issue to construct 115 mi. of road.

Tenn., Murfreesboro.—City Commrs. will pave West Main St. with asphaltic concrete, 15,000 sq. yds.; G. B. Howard & Co., Engrs.

Tenn., Tazewell.—Claiborne County, L. G. Payne, Judge, let contract to Solomon Construction Co., Harriman, Tenn., to macadamize roads; \$200,000 available; I. N. Bruding, Engr., Lone Mountain, Tenn. (Bids lately noted.)

Tex., Beaumont.—City let contract to Uvalde Rock Asphalt Co. to pave 7th St.

Tex., Cameron.—Milam County, Road Dist. No. 8, voted bonds to construct roads. Address County Commrs.

Tex., Cleburne.—Johnson County voted \$2,000,000 bonds for road construction. Address County Commrs. (Lately noted to vote.)

Tex., Dallas.—City Commrs. let contract Texas Bitulithic Co., Dallas, at \$62,600 to pave sections of Throckmorton, Reagan and Knight Sts.

Tex., Dallas.—Dallas County Commrs. let contract Healy Construction Co. of Fort Worth at \$304,711 to construct Dallas-Fort Worth Road, between Dallas and Tarrant County line; J. F. Witt, County Engr. (Lately noted inviting bids.)

Tex., Oakville.—Live Oak County, Precinct No. 1, votes in June on \$100,000 bonds, and Precinct No. 4 votes on \$60,000 bonds for road construction. Address Commrs., J. L. Wilbourn.

Tex., Sherman.—City votes June 6 on \$50,000 bonds to improve streets. Address The Mayor.

Tex., Waxahachie.—Ellis County, Ennis Road Dist., voted \$600,000 bonds to construct roads. Address County Commrs. (Lately noted to vote.)

Va., Fairfax.—State Highway Comsn., Richmond, let contract to L. M. Johnson, Arlington, Va., to construct macadam roads, Virginia project No. 32, Fairfax County; 11,000 cu. yds. excavation; 30,000 sq. yds. 6-in. bituminous macadam penetration; C. B. Mullen, Engr., Richmond. (Bids lately noted.)

Va., Farmville.—City will pave 5000 yds. on 3d St.; bonds previously voted. Address The Mayor. (See Machinery Wanted—Paving.)

Va., Rocky Mount.—City, C. S. Green, Mayor, let contract to W. A. Bennett to construct 1½-mi. macadam street; cost \$25,000. (Bids lately noted.)

Va., The Plains.—R. H. Downman will construct 4½ mi. macadam roads on estate; bids until May 30; S. H. Carter, Mgr. (See Machinery Wanted—Road Construction.)

W. Va., Buckhannon.—Upshur County Commrs. rejected bids to grade 6000 cu. yds. road and construct pipe culverts; \$9500 available; W. C. West, Engr. (Lately noted.)

W. Va., Fayetteville.—Fayette County Commrs., R. J. Stegall, Clerk, will grade 3 mi. of County Highway from Fayette to Lansing; 45,000 cu. yds. excavation; bids until June 5; J. K. McGrath, Road Engr., Fayetteville. (See Machinery Wanted—Road Construction.)

W. Va., Hinton.—Summers County Commrs., H. Gwinn, Prest., will grade and drain 7 mi. of Class "A" road from Hinton to Jumping Branch; bids until June 13; county voted \$30,500 bonds for road and bridge improvements. (See Machinery Wanted—Road Construction.)

W. Va., Pineville.—Wyoming County Commissioners let contract to A. E. Weaver to construct 4½ mi. dirt road; cost \$100,000; A. B. Shannon, Engr. (Bids lately noted.)

W. Va., Weston.—Lewis County Commrs. will grade and pave 1½ mi. of Buckhannon Turnpike; 14 ft. wide; concrete curbing; 10,000 sq. yds. vitrified brick paving on 4-in. concrete base; day labor; excavation contract let to D. Fucy, Weston; total cost, \$50,000. (Lately noted.)

Sewer Construction.

Ala., Athens.—City will construct vitrified clay pipe storm sewers; 9395 lin. ft. of 10, 15, 18, 24, 30 and 36-in. pipe; 59 curb inlets; 19 catch basins; bids until May 27; Ernest Hine, Mayor. (See Machinery Wanted—Sewer Construction.)

Fla., Chipley.—City, Wm. I. Phillips, Mayor, voted \$50,000 bonds to construct sewer system; J. C. Carter, Engr., Geneva, Ala.

Ga., Cartersville.—City Aldermen ordered

election to vote on \$90,000 bonds for sewer improvements; W. W. Daves, Clerk.

Miss., Clarksdale.—City voted \$300,000 bonds to improve sewer system, etc. Lately noted to vote. Address City Commrs. (See Water-works.)

Miss., Rolling Fork.—City engaged Xavier A. Kramer, Conslt. Engr., Magnolia, Miss., for construction of sewerage, water, electric-light and sidewalk improvements.

Mo., Sewers.—City, John C. Staple, Clk., let contract to Katz Construction Co., Omaha, Neb., at \$20,000 to install 3 mi. 6, 8 and 10-in. vitrified pipe; W. B. Rollins, Engr., 209 Railway Exchange Bldg., Kansas City, Mo.

N. C., Morganton.—City contemplates issuing \$10,000 for sewer extensions. Address The Mayor.

N. C., Selma.—City, W. H. Call, Mayor, will vote on bond issue to construct sewer system; has not engaged engineer. (See Machinery Wanted—Sewer Engineer.)

Okla., Ada.—City, W. B. Jones, Clk., let contract to Comstock & Hanson, Tulsa, Okla., at \$27,400 to construct sewers; Benham Engr. Co., Engr., 1300 Colcord Bldg., Oklahoma City. (Noted in Jan. to vote on \$10,000 bonds.)

Okla., Tulsa.—City Commrs. have plans and specifications by H. H. Wyss, City Engr., for sewer system for West Tulsa; cost \$31,000.

S. C., Lake City.—City votes May 27 on sewerage and water-works construction. Address The Mayor.

Tex., Dallas.—City let contract Klein Brothers of Dallas at \$20,757 to construct storm sewers on Fairmount St. from Welborne to Wolfe Sts., and on Wolfe St. from Fairmount St. to Maple Ave.

Tex., Graham.—City has not engaged engineer for sewer construction; previously completed system. (Recent report was erroneous.)

Tenn., Nashville.—City Commrs. will construct sections of Brown's Creek and Rockland Creek intercepting sewers; clay-pipe sewers in streets and alleys between Hamilton and Jefferson Sts., and between Warren St. and Seventh Ave.; 6750 lin. ft. clay pipe; 975,000 bricks; bids until May 27. (See Machinery Wanted—Sewer Construction.)

Telephone Systems.

Ky., Stephensport.—New Stephensport Telephone Co. inctpd. by H. A. Dutschke and others.

Md., Dundalk.—U. S. Emergency Fleet Corp., Philadelphia, Pa., let contract to Gladfelter & Chambers, 26th St. and Roland Ave., Baltimore, at \$72,580 to erect telephone exchange, store and postoffice.

Mo., Poplar Bluff.—City contemplates installing and operating telephone system; appointed committee to estimate cost. Address The Mayor.

S. C., Greenville.—Southern Telephone & Telegraph Co., Atlanta, Ga., let contract to Jamison & Morris to remodel building; cost \$5,000. (Lately noted to remodel.)

W. Va., Marlinton.—Pocahontas Telephone Co., capital \$15,000, inctpd. by Geo. P. Moore and others.

Textile Mills.

Md., Williamsport.—Ribbon.—Madison Ribbon Co., Paterson, N. J., purchased Maryland Ribbon Co.'s plant; will erect throwing plant on 20-acre site.

N. C., Charlotte.—Cotton Yarn.—J. A. Baldwin plans to build 3000-spindle cotton yarn mill.

N. C., Gastonia.—Cotton Yarn.—Rankin Mills organized; R. G. Rankin, Prest.; Henry Rankin, V.-P.; W. H. Adams, Secy.; build 287x80-ft. brick structure; install 6000 spindles with electric drive. (Lately noted inctpd. with \$150,000 capital.)

N. C., Edenton.—Hosiery.—Edenton Hosiery Mills organized; E. C. White, Prest.; erect mill for hosiery; equip with drying and dyeing machinery, hosiery boards, hosiery stamps, etc. (Lately noted inctpd. with \$125,000 capital.)

N. C., Gastonia.—Combed Yarn.—Dixon Mills will erect mill-construction building, warehouse and 50 cottages; install 6000 spindles for combed yarn; R. C. Biberstein, Archt.-Engr.; J. D. Grandy, Contr.; both of Charlotte. (Lately noted inctpd. with \$400,000 capital, etc.)

N. C., Roxboro.—Yarn, etc.—Roxboro Cotton Mills organized; J. A. Long, Prest.; R. L. Harris, Secy.-Treas.

N. C., Winston-Salem.—Tire Products.—Hanes Rubber Co. will build 10,000 spindle mill to manufacture cotton products for tires; Lockwood, Greene & Co., Engrs.-Archts., Boston, Mass., and Atlanta, Ga.

Tex., Waco.—Blue Denims.—Miller Cotton Mills, Byron Miller, Prest., engaged Lockwood, Greene & Co., 1530 Healey Bldg., Atlanta, Ga., as Engrs.-Archts. for plant; construct 212x104-ft. reinforced concrete building; install 5182 spindles, 162 looms, etc. (Lately noted organized, etc.)

Va., Kingsport.—Hosiery.—Kingsport Hosiery Co. increased capital from \$500,000 to \$600,000.

Water-Works.

Ark., Luxora.—Luxora Improvement Dist. No. 1, J. C. Spann, Commr., will bore 4-in. deep well; depth 1500 ft.; bids until May 26; F. G. Proutt and A. S. Dabney, Engrs., Randolph Bldg., Memphis, Tenn. (See Machinery Wanted—Well Boring.)

Fla., Sarasota.—City, E. J. Messer, Commr. of Public Works, will construct water-works and electric-light plant; power-house, fittings, connecting pumps, wells, reservoirs, mains, etc.; bids until June 9; Wilbur A. Glinn, Conslt. Engr., Sanford, Fla. (See Machinery Wanted—Water-works and Electric Plant.)

Miss., Clarksdale.—City voted \$300,000 bonds to improve water, sewer and electric system, pave streets, extend sidewalks, construct bridge (in conjunction with county) across Sunflower River, etc.; water-works improvements will include additional mains, reservoirs, etc. Address City Commrs. (Lately noted to vote.)

Miss., Rolling Fork.—City engaged Xavier A. Kramer, Conslt. Engr., Magnolia, Miss., for construction of water, sewerage, electric-light and sidewalk improvements.

Mo., Cameron.—City contemplates installing filtration plant; cost \$15,000 to \$44,500; E. E. Harper, Conslt. Engr.

Mo., Cameron.—City will construct 500,000-gal. capacity filtration plant; E. E. Harper, Engr., 2408 E. 30th St., Kansas City, Mo.; Mr. Witt, City Clk. (Lately noted to vote \$20,000 bonds.)

Mo., Kansas City.—City let contract Tift Construction Co., Iroquois Bldg., Buffalo, N. Y., at \$52,000 to construct 1,000,000-gal. reinforced concrete standpipe at 75th and Holmes Sts. (Lately noted.)

N. C., Morganton.—City contemplates issuing \$15,000 for water-works improvements. Address The Mayor.

S. C., Lake City.—City votes May 27 on water-works and sewerage construction. Address The Mayor.

Woodworking Plants.

Ark., Fort Smith.—Cooperage.—Industrial Company will erect cooperage and a plant for metal drums as containers for products; daily capacity 6 carloads.

Ark., Fort Smith.—Furniture.—Cota-Waxo Company, St. Louis, Mo., will erect 3-story addition.

Fla., Bartow.—Handles.—Leon Hebb will equip plant for handles for axes, hatches, hammers, etc.; purchased machinery.

Ky., Louisville.—Buggy Tops.—Falls City Buggy Top Co. increased capital from \$5000 to \$20,000.

N. C., Hillsboro.—Excelsior.—Owen S. Robertson contemplates establishing excelsior plant. (See Machinery Wanted—Excelsior Machinery.)

Okla., Guthrie.—Caskets.—Drake & Merritt Casket Co., Constantine, Mich., will establish casket factory; has building; will remodel.

Tenn., Chattanooga.—Cedar Furniture, etc.—T. C. Betterton will erect plant for cedar furniture.

Tex., Houston.—Cooperage.—Hirsch Cooperage, H. E. Levy, Mgr., Box 14, will erect 75x250-ft. shed; ordinary construction; install stave and heading machinery; purchased; daily output 15,000 staves and 1000 heads. (Lately noted to increase capital from \$100,000 to \$150,000.)

Tex., Houston.—Wagons.—Texas Wagon Co. will erect factory, lumber shed, office and showroom; cost \$25,000.

Tex., San Antonio.—Furniture.—Cut Rate Furniture Co., capital \$6000, inctpd. by M. G. Barker and others.

Va., Franklin.—Coffins and Caskets.—C. W. Gary interested in establishment of factory for coffins and caskets. (See Machinery Wanted—Casket Equipment.)

Fire Damage.

Ga., Butler.—Dr. C. F. Fickling's residence. Ky., Winchester.—Dallas Green's dwellings, 5 mi. from Winchester.

Md., Baltimore.—Hutchinson Brothers' stove factory; loss \$25,000.

Miss., Belzoni.—Mrs. M. P. Crane's residence on Daybreak plantation; loss \$20,000.

Mo., Bogard.—Farmers' Bank and other buildings; loss \$50,000.

N. C., Greensboro.—J. P. Taylor & Co.'s tobacco stemmery; loss \$750,000.

S. C., Sumter.—Penn Sumter Lumber Co.'s plant; loss \$50,000.

W. Va., Berryburg.—Consolidated Coal Co.'s tipples; loss \$40,000.

La., Natchitoches.—Natchitoches Cotton Oil Mill; loss \$60,000.

Va., Waverly.—William Clary's stable, barn and outbuildings on the farm near Waverly.

W. Va., Glenalum.—Glen Alum Fuel Co.'s store and contents; loss \$60,000.

Wrecked by Explosion.

Tex., Wichita Falls.—Wichita Ice Co.'s plant.

Wants Special Machine.

The Electric Appliance Co., 408-414 Canal St., New Orleans, La., has an inquiry from a customer in Mexico, who writes: "I would like to obtain some data concerning a special machine for the manufacture of truck beds, maces, sprockets, as well as for making handles for axes and pickaxes." Catalogues in Spanish are desired, three copies of each. If catalogues are not printed in Spanish those in English are wanted. Interested manufacturers are asked to send the desired trade literature.

BUILDING NEWS

EXPLANATORY.

Buildings costing less than \$10,000 not considered, with a few exceptions as to public and semi-public structures and groups.

BUILDINGS PROPOSED

Apartment-Houses.

Ark., Blytheville.—A. Wolf will erect 4-family flat; 6 suites; steam heat.

D. C., Washington.—Leo Simmons, 13th and G Sts. N. W., will erect apartment-house on California Ave. N. W.; 6 stories; 50x110 ft.; fireproof; 22 suites; Claughton West, Archt., 1736 Colorado Rd.; construction by owner.

D. C., Washington.—A. S. Atkinson is preparing plans for store and apartment-house. (See Stores.)

D. C., Washington.—Thos. Machon, 1324 Fidelity Bldg., Baltimore, is having plans prepared by W. W. Pagon, 509 Lexington Bldg., Baltimore, for apartment-houses and garages, 16th and Webster Sts.; 3 stories; 40x80 ft. and 22x68 ft.; brick or hollow tile and stucco; cost \$28,000.

Fla., Miami.—Frank Gallat has plans by E. A. Nolan, Miami, for apartment-house on 9th St.; 4 stories; 46 suites and grillroom; steam heat; elevators; cost \$200,000. (Lately noted.)

Fla., Miami.—C. J. Martin of Martin-Cureton Lumber Co. is having plans prepared by E. A. Nolan, Miami, for apartment-house; 3 stories and basement; 40x145 ft.; fireproof; concrete and marble wainscot in lobby; marble stairway; shower baths; swimming pool; gymnasium in basement; 44 apartments.

Fla., St. Petersburg.—Charles O. Shroyer, Uniontown, Pa., and L. N. Burdette of Pennsylvania will erect apartment-house at 230 Seventh Ave. north; 20 flats.

Ga., Athens.—Dobbs & Armstrong plan to erect apartment-house on Hancock Ave.

Ga., Macon.—Jesse B. Hart purchased Olympia Hotel and will convert into apartment-house; 6 or 7 suites.

Ky., Lexington.—W. H. May will erect apartment-house on Maxwell St.

Md., Baltimore.—John W. Kirkness will erect nine 2-story dwellings at University Parkway and Abell Ave.; 21x38 ft.; cost \$20,000; also 7 on Guilford Ave. near University Parkway; one, 24x36 ft.; others, 21x38 ft.; 2 stories; cost \$17,000.

Miss., Vicksburg.—Mrs. S. P. Metzger and Mrs. Schwarz are having plans prepared by W. A. Stanton to convert 2 residences into duplex apartments; date opening bids not set.

Mo., Mexico.—A. P. Green will erect apartment-house; install safes, refrigerators, elevators, etc.; cost \$50,000.

Mo., St. Louis.—Trade Realty & Building Co. will erect 6-story tenement-house; cost \$135,000.

Mo., St. Louis.—James Chapman, in connection with John C. Greulich Realty Co., will erect two 6-family apartment-houses in North Parkway; site 52x140 ft.; each apartment to have 5 rooms, sleeping porch, indirect lighting, brick mantels, etc.; cost about \$35,000.

Okla., Oklahoma City.—C. E. Hoffman will erect 2-story brick-veneer apartment-house; cost \$16,000.

Okla., Tulsa.—J. B. Wilson, 901 S. Boulder St., has plans by Charles A. MacDonald, First Natl. Bank Bldg., for apartment-house at 1015 N. Denver St.; 2 stories and basement; 38x48 ft.; brick; shingle roof; cost \$15,000; construction by owner.

Okla., Tulsa.—Frank Van Vorhees will erect apartment-house in Burnett addition; 2 stories; brick veneered; cost \$10,000.

Tex., Abilene.—Bob Irvine is having plans prepared for apartment-house; 36 rooms; stucco; cost \$16,000.

Va., Norfolk.—Roxburg Realty Corp., 219 Law Bldg., opened bids to erect apartment-house on Armistead Bridge Road; Erwin Leslie Company, McKewitt Bldg., is lowest bidder; plans by Philip B. Moser, Law Bldg., call for 8 stories; 32 apartments; brick and terra-cotta; cost \$114,000. (Lately noted.)

Va., Portsmouth.—B. Ladiberg has plans by Modern Architectural Co., P. O. Box 591, for store and apartment-house. (See Stores.)

W. Va., Parkersburg.—Mrs. Jennie L. Dowd has plans by Ed. Bates Franzheim, Schmulbach Bldg., Wheeling, for apartment-house; 2 stories and basement; 40x80 ft.; brick; 4 suites; cost \$25,000; owner receiving bids.

W. Va., Welch.—S. E. Carter will erect store and apartment building. (See Stores.)

Association and Fraternal.

Ark., Hulbert.—Chicago, Rock Island & Pacific R. R., H. G. Clark, Chief Engr., Chicago, will erect Y. M. C. A. building for employees; cost \$60,000.

D. C., Washington.—Young Women's Christian Assn., 1736 G St. N. W., has plans by Gregg & Leisenring, 1320 New York Ave. N. W., for alteration and additions to building, 1317 F St. N. W.; 6 stories; brick; cost \$25,000 to \$50,000; architect receiving bids.

Mo., Joplin.—Joplin Lodge of Perfection, A. A. S. R., has plans by H. Hubbell & Greene, Dallas, Tex., to erect Scottish Rite Cathedral; 2 stories and basement; about 110x120 ft.; steel frame; terra-cotta exterior; tile roof; concrete and hardwood floors; steam heat; cost about \$200,000; construction by owner with superintendent. Address Thornton L. Brown, Secy., 208 Frisco Bldg.

Mo., Liberty.—Order of A. F. & A. M. is considering erecting Masonic temple; conferring with W. A. Lovitt, Archt., Kansas City, on plans.

Mo., Poplar Bluff.—Young Men's Christian Assn. plans to erect gymnasium.

N. C., Clinton.—Hiram Lodge No. 98, A. F. & A. M., has plans by H. E. Bonitz, Wilmington, N. C., for Masonic Temple; 4 stories; first floor for stores; 2d and 3d floors for offices and 4th for lodge purposes; steam heat; electric elevator; cost \$40,000 to \$50,000.

N. C., Winston-Salem.—Salvation Army will erect building; cost \$20,000.

Tex., Clarksville.—Masonic Lodge opens bids June 1 to erect lodge, office and store building; 50x85 ft.; mill construction; asbestos built-up roof; wood floors; steam heat; electric elevator; cost \$27,000; Curtis & McCrackin, Archts., Paris, Tex., may be addressed. (Lately noted.)

Tex., Corsicana.—I. O. O. F., Widows and Orphans' Home Trustees, will erect addition; cost \$25,000.

Tex., Galveston.—Young Men's Christian Assn., E. R. Greeborough and others building committee, is having plans prepared by Geo. N. Stowe for annex to building; 1 story; cost \$30,000. (Lately noted.)

Tex., Willis Point.—Ancient Free and Accepted Masons will erect building; 2 or 3 stories; first floor for stores.

Tex., Willis Point.—Knights of Pythias will erect building; 2 stories.

Va., Richmond.—Acca Temple Shriners plan to erect building at Shafer and West Broad Sts.; cost \$150,000.

Va., Waynesboro.—Ancient Free and Accepted Masons will erect Masonic Temple; 3 stories; first floor for stores; D. D. Young, W. G. Ellison, E. D. Weaver and others, Committee.

Bank and Office.

Ark., Blytheville.—Farmers' Bank & Trust Co., Will Pyles, Prest., lets contract June 1 to erect bank, store and office building; 100x100 ft.; 2 stories; brick; concrete floors; stone trim; composition roof; steam heat; electric lighting; cost about \$85,000; Raymond B. Spencer, Archt., Goodwyn Institute Bldg., Memphis, Tenn. Address Mr. Pyles. (Previously noted.)

Ark., Hughes.—J. J. Hughes, Haynes, Ark., opens bids June 10 to erect bank building; 25x100 ft.; 2 stories; brick walls; wood floors over concrete; gravel roof; cost \$10,000; Mann & Gatling, Archts., Scimitar Bldg., Memphis, Tenn., may be addressed. (Lately noted.)

Ark., Marianna.—W. S. McClintock is having plans prepared by Mann & Gatling, Scimitar Bldg., Memphis, Tenn., for store and office building. (See Stores.)

D. C., Washington.—American National Bank, W. T. Halliher, Prest., 1317 F St. N. W., has plans by B. Stanley Simmons, Dist. Bank Bldg., for interior alterations; 9 stories; brick.

Fla., Miami.—Goodman Investment Corp., C. F. Goodman, Prest., is erecting office building. (See Dwellings.)

Fla., Miami.—F. H. Rand, Jr., Lawyers' Bldg., has plans by H. Geo. Fink, Bliss Bldg., for store and office building. (See Stores.)

Ky., Louisville.—Atherton Realty Co., John W. Sanders, Secy.-Treas., plans to erect annex to Atherton Bldg. at 4th and Chestnut Sts.; 42x100 ft.; 11 stories; connect with present structure by covering alley; elevators, etc.; cost \$200,000.

Md., Baltimore.—Security Storage & Trust Co. is having plans prepared by Joseph Evans Sperry, Calvert Bldg., for addition to building.

Mo., St. Louis.—Remis Bros. Bag Co. will erect addition to and alter office and warehouse. (See Warehouses.)

Mo., St. Louis.—Mercantile Trust Co., 8th and Locust Sts., plans to erect addition to building; 2 stories; 100x200 ft.; cost \$60,000.

Mo., Vandusen.—J. G. Kluge will erect building for picture show, bank, offices and store. (See Theaters.)

Mo., Warsaw.—Osage Valley Bank is having plans prepared by Clifford H. Johnson, Baxter Springs, Kan., for building; 62x72 ft.; 1 story; fireproof; built-up composition roof; maple, oak and marble floors; hot-water heat; cost \$20,000; owner taking bids on material. Address O. C. Crudginton, Cashier. (Lately noted.)

Okla., Lookeba.—Lookeba State Bank is having plans prepared by Peter Meeting, Anadarko, Okla., for bank building; 1 story; 25x50 ft.; brick and stone; composition roof.

Okla., Muskogee.—Central State Bank has plans by Kennerly & Steigmeyer, Renolst Bldg., St. Louis, for altering Phoenix Bldg. for bank; cost \$13,000; bids by owner.

Tenn., Ripley.—Ripley Savings Bank & Trust Co. will remodel building; cost \$15,000.

Tenn., Memphis.—National City Bank will improve building; install front, remodel interior, etc.

Tex., Clarksville.—Masonic Lodge opens bids June 1 to erect lodge, office and store building. (See Association and Fraternal.)

Tex., El Paso.—Trust Building Co., East San Antonio and Stanton Sts., will expend \$30,000

to remodel building; install lobby on first floor, hallways, elevators, partitions, sprinkler system, etc.

Tex., Ranger. — S. W. Robo, owner, and David S. Castle, Archt., Abilene, Tex., receive bids until May 26 to erect store and office building. (See Stores.)

Tex., San Antonio.—Elliott Jones & Co. will erect warehouse and office building. (See Warehouses.)

Tex., Victoria.—Levi Bank & Trust Co. will erect building; cost \$100,000.

W. Va., Williamson. — S. W. Patterson, Vivian, W. Va., has plans for theater and office building. (See Theaters.)

Fla., St. Petersburg.—Baptist Temple is considering erecting building. Address The Pastor.

Churches.

Ala., Huntsville. — Dallas Avenue Baptist Church will erect building. Address The Pastor.

Ala., Montgomery. — Perry Street M. E. Church South lets contract about July 1 to erect building; about 60x80 ft.; brick; cost \$30,000; architect not selected. Address F. M. Mosley. (Lately noted.)

Ark., Clarksville. — Presbyterian Church Building Committee receives bids until June 5 at office Albert O. Clarke, Archt., Clarksville, to erect building; cost \$30,000. (Previously noted.)

Ark., Fort Smith. — First Baptist Church opened bids to erect Sunday-school building; Jake Truschel, 901 N. 4th St., is lowest bidder at \$36,216 and will probably get contract; 3 stories and basement; 61.2x82.3 ft.; stone or concrete basement walls; upper walls faced with Alabama or Indiana stone backed with stone or brick; Barrett or similar and slate roof; wood floors; steam heat to cost about \$5600; plumbing, \$1735; electric lighting, \$650; R. H. Hunt Co., Archt., Dallas and Chattanooga. Address John Ayers, 800 N. 12th St., Fort Smith. (Lately noted.)

Ark., Pangburn.—Methodist Church will erect building; cost \$25,000. Address The Pastor.

Ark., Texarkana.—Hardy Memorial Church is having plans prepared by Will A. Peters, Bonham, Tex., for building.

Ga., Atlanta.—Big Bethel Church, Rev. R. H. Singleton, Pastor, has plans by J. A. Lankford, Atlanta, for building.

Ga., Athens. — Tabernacle Baptist Church plans to erect building; probably cost \$40,000; architect not selected and details not determined. Address W. C. Wingfield.

Ga., Waycross.—First Baptist Church plans to erect building. Address The Pastor.

Ga., Sylvester.—First Baptist Church, Rev. M. L. Lawson, will remodel building; cost \$30,000 to \$30,000.

La., Baton Rouge.—Frances Xavier Catholic Church, Father Joseph Doube, Pastor, will erect building.

La., New Orleans.—St. Charles Avenue Christian Church, Rev. W. H. Allen, Pastor, is having plans prepared by Rudolph B. Roessle and George W. Kramer, 1 Madison Ave., New York, for church and community-house; latter to include library, gymnasium, swimming pool, bowling alleys, billiard tables, etc.

La., New Orleans.—Grace Episcopal Church will erect building; brick; stone trim; auditorium to seat 600; Sunday-school room to accommodate 400; cost \$75,000; Sam Stone, Jr., Archt., and Grover C. Stone, Associate Archt., L. & L. & G. Bldg.

Miss., Laurel.—Catholic Church will erect building; brick. Address The Pastor.

Mo., Fulton.—Methodist Church, Rev. W. W. Wilson, Pastor, has plans by M. F. Bell for

building; 1 story and basement; 50x86 ft.; brick; cost \$20,000.

N. C., Gastonia.—First Presbyterian Church is having plans prepared by C. C. Wilson, Columbia, S. C., for addition to Sunday-school building; 2 stories; cost \$30,000.

N. C., Gastonia. — Presbyterian Church is having plans prepared by C. C. Wilson, Columbia, S. C., for building in South Gastonia; cost \$10,000; brick veneer; wood floors; furnace heat; J. Lee Robinson, Chrmn. Building Comm.

N. C., Greensboro. — Trinity Episcopal Church is having plans prepared for building. Address The Rector.

Okla., Fairfax. — Christian Church, J. H. Ward, Chrmn. Bldg. Com., is having plans prepared by Hawk & Parr, Security Bldg., Oklahoma City, for building; 2 stories and basement; 56x80 ft.; brick and stone; cost \$25,000.

S. C., Greenville.—H. Olin Jones is preparing plans for Methodist Church in village of American Spinning Co.; brick.

S. C., Greenville.—H. Olin Jones is preparing plans for Methodist Church in Poe Mill village; brick; auditorium, Sunday-school rooms and social-rooms.

Tenn., Nashville.—Shaareth Israel Congregation will erect synagogue; also erect home to be known as Beth Hachnosath Orchim. Address Rabbi Slatzman.

Tex., El Reno.—Baptist Church will erect building; cost \$30,000. Address The Pastor.

Tex., Waco. — Columbus Street Baptist Church is considering expending from \$12,000 to \$15,000 to alter interior of building and install steam heating plant; D. P. Wallace and others, committee investigating details.

Tex., Waco.—Morrow Street M. E. Church purchased site and will erect \$75,000 building and \$4000 parsonage. Address The Pastor.

Va., Atlantic. — Atlantic Baptist Church opens bids about June 15 to erect building; 62x70 ft.; 1 story; brick and frame; slate roof; pine floors; cost \$13,000; hot-air heat, \$500; H. L. Cain, Archt., Richmond, may be addressed.

Va., Berryville.—Grace Protestant Episcopal Church will erect memorial building; also erect addition to church. Address The Pastor.

Va., Culpeper. — Baptist Church, Rev. H. Winpres, Pastor, is having plans prepared by H. L. Cain, 12 N. 9th St., Richmond, for Sunday-school building; brick; cost \$12,000.

W. Va., Elkins.—St. Brendans Congregation, Father Dalley, Chrmn. of Commission, is having plans prepared by Albert Breternitz, Clarksburg, W. Va., for school; 56x56 ft.; 2 stories and basement; brick; slate roof; wood floor construction; plans ready by June 1; owner receives bids.

Va., Roanoke. — United Lutheran Church, Rev. M. Butler, Pastor, is having plans prepared by G. R. Ragan, Terry Bldg., for church and parsonage; 2 stories; brick; 41x42 ft.; cost \$25,000.

City and County.

Ala., Bessemer.—Jail and Courthouse.—Jefferson County Board of Revenue, J. W. Gwin, Prest., receives bids until June 10 to erect jail and courthouse. (See Courthouse.)

D. C., Washington.—Home.—District Commrs. have plans by Snowden Ashford, District Bldg., for home for aged and infirm women at Blue Plains; 20x130 ft.; 2 stories; brick walls, concrete stairways and corridors; asbestos shingle roof; joist bearing floor construction landings, concrete; cost \$26,000; day labor and sub-contracts under supervision of Mr. Ashford; proposals for sub-contracts to District Commrs. (Lately noted.)

Fla., Daytona.—City Hall.—City has plans by S. H. Gove, Daytona, for city hall; tapestry brick, with marble glass corners; tile floors and wainscoting; tile roof. (Lately noted.)

Fla., Boca Ratone. — Community Building, etc.—City voted \$12,000 bonds to erect community-house and school building. Address The Mayor.

Ga., Soperton.—Courthouse and Jail.—Treutlen County voted \$100,000 bond to erect courthouse and jail. Address County Commrs.

Mo., Sedalia.—Hospital, etc.—City votes May 20 on \$35,000 bonds for incinerator and garbage-disposal plant; \$5000 for city hall heating plant; \$10,000 for hospital for negroes; A. Baumgartner, Mayor; N. L. Nelson, City Clk. (Lately noted.)

Va., Portsmouth.—Fire Station.—City will erect fire station on Broad St.; 2 stories; brick; metal roof; concrete floors; stove heat; cost about \$15,000; bids opened in July or August; Geo. C. Stanley, Jr., Chief Engr. Fire Dept.

W. Va., Logan.—Jail.—Logan County Commrs. will erect \$100,000 jail; will meet and discuss plans with architects on June 2.

Courthouses.

Ala., Bessemer.—Jefferson County Board of Revenue, J. W. Gwin, Prest., receives bids until June 10 to erect courthouse and jail; separate bids for general work, jail work, heating, plumbing and electrical wiring; plans and specifications at office H. B. Wheelock, Archt., Steiner Bldg., Birmingham. (Lately noted.)

Ark., Blytheville.—Judge W. B. Williams, Mr. Scarboro, County Clerk, and Judge V. G. Holland are commission to erect courthouse; cost \$300,000; plans to be prepared at once. (Lately noted.)

Ga., Soperton.—Treutlen County voted \$100,000 bond to erect courthouse and jail. (See City and County.)

Ky., Pineville.—Bell County rejected bids to erect courthouse; will make new plans; fire-proof; brick and concrete; Carey roof or equal; terrazzo or tile floors; steam heat; electric lighting; cost \$95,000; architect not selected. Address E. N. Ingram, Judge. (Lately noted.)

La., Baton Rouge.—East Baton Rouge Police Jury called election June 24 on \$450,000 bonds to erect courthouse.

Mo., Fulton.—Callaway County Court ordered election for Sept. 2 on \$200,000 bonds to erect courthouse. Address County Clerk. (Previously noted.)

Mo., Ozark.—Christian County Commrs. receive bids until June 2 to erect courthouse; brick and reinforced concrete; 3 stories; 80x90 ft.; stone and terra-cotta trimmings; composition roof; cost \$100,000; H. H. Hohenschild, Archt., I. O. O. F. Bldg., St. Louis. (Lately noted.)

Tex., Sherman. — Grayson County Commrs. will alter and repair courthouse; bids opened May 15; John Tulloch, Archt., Merchants & Planters' building.

Dwellings.

Ala., Florence.—Chamber of Commerce, M. T. Jacobs, Executive Secy., is promoting Home Builders' Corp., capital stock \$100,000; will erect number of dwellings.

Ark., Little Rock.—John P. Almand, 1105 Boyle Bldg., will erect residence at 14th and Spring Sts.; plans by owner.

D. C., Washington.—Thos. A. Jameson, 59 New York Ave. N. W., has plans by L. T. Williams, 1389 F St. N. E., for residence 29-35 Franklin St. N. W.; 4 stories; 20x32 ft.; brick; cost \$16,000.

D. C., Washington.—Milburn, Helster & Co., 710 14th St. N. W., are preparing plans for

residence in northwest section; brick; 3 stories.

D. C., Washington.—Jos. J. Meeks, Arlington Hotel, will erect residence 1468 Girard St. N. W.; brick and terra-cotta; 4 stories; 29x56 ft.; cost \$20,000; construction by owner.

D. C., Washington.—H. R. Howenstein, 1314 F St. N. W., will erect 4 residences 1124-30 5th St. N. E.; 2 stories; 17x32 ft.; brick; cost \$12,000; construction by owner.

D. C., Washington.—D. J. Dunigan, Maryland Bldg., will erect 9 dwellings on Vernam St. N. W.; 2 stories; 50x54 ft.; brick; cost \$60,000.

D. C., Washington.—Boss & Phelps, 1406 H St., has plans by A. H. Sonneman, 715 Quebec St. N. W., for 4 residences 5328-31 Belt Rd. N. W.; 2 stories; 21x30 ft.; brick; cost \$30,000.

Fla., Jacksonville.—A. C. Ulmer is having plans prepared by Mark & Sheftall, 210 Clark Bldg.; cost \$20,000.

Fla., Jacksonville.—Telfair Knight is having plans prepared by Mark & Sheftall, 210 Clark Bldg., for residence; cost \$10,000.

Fla., Jacksonville.—Dr. James Pasco is having plans prepared by Mark & Sheftall, 210 Clark Bldg., for residence on Elizabeth Place; 30x70 ft.; 2 stories; hollow tile walls; frame interior; probably asbestos shingle roof; joist floor construction; cost \$15,000; hot-water heat, \$1,000; begins construction in about 30 days.

Fla., Jacksonville.—Jacksonville Heights Improvement Co., Wm. Nusbaum, Secy. and Treas., is developing farm property, erecting dwellings, etc.

Fla., Miami.—Goodman Investment Corp., C. F. Goodman, Pres., Magnolia Park, Miami, will erect number of dwellings in Magnolia Park; at present constructing office building; 30x39 ft.; 2 stories; concrete and stucco; slate-surface roll roofing; pine floors; cost \$7,000, without equipment; Gordon E. Mayer, Archt.; construction by owner.

Fla., Miami.—Fred. J. Robinson, Detroit, opens bids about June 15 to erect residence at Miami Beach; 58x50 ft.; ordinary construction; Spanish tile and composition roof; fireplace; electric lighting; cost \$20,000; A. E. Lewis, Archt., may be addressed.

Fla., St. Petersburg.—J. H. McVey purchased 14 lots at Big Bayou; will improve with sidewalks, shelled streets, water, sewer, etc.; erect bungalows.

Ga., Atlanta.—Wesley-Borders Co., Candler Annex, will erect residence at 114 Penn Ave.; 38x60 ft.; brick veneer; composition shingle roof; hardwood floors; cost \$3500; Cole furnace, \$350; plans and construction by owner.

Ga., Atlanta.—Adair & Senter will erect 60 dwellings in Druid Hills; cost \$10,000 each; Burge & Stevens, Archts.

Ga., Athens.—Abe Joel is reported to erect 3 dwellings on University Drive.

Ga., Columbus.—L. P. Banks has plans by F. Roy Duncan and John C. Martin, Jr., Exchange Bldg., for residence; 42x62 ft.; frame; slate roof; wood floors; cost \$7500, without equipment; bids opened May 15. Address Architects. (Lately noted.)

Ga., Columbus.—John L. Warren has plans by F. Roy Duncan and John C. Martin, Jr., Exchange Bldg., for residence; brick; slate roof; hardwood floors; cost \$3500, without equipment. Address Jordan Company, Exchange Bldg. (Lately noted.)

Ga., Conyers.—M. H. Plunkett will erect brick residence; 1 or 2 stories.

Ga., Savannah.—Mrs. A. Levy, Jr., has plans by Henrik Wallin, Savannah, for residence; 75x105 ft.; 2 stories; frame; slate roof.

Ga., Savannah.—Percival Laus has plans by Henrik Wallin, Savannah, for residence; 2 stories; brick veneer; slate roof.

Ky., Ashland.—T. L. Yon & Co. has plans by W. L. Smith, Huntington, W. Va., for 5 bungalows; stone; cost \$5000 each; construction by owner. (Lately noted.)

Md., Baltimore.—Broring Building Co., 28th St. and Hugo Ave., will erect 20 dwellings on Tivoli Ave. and 28th St.; 2 stories; brick; 14.3x42 ft.; cost \$36,000.

Md., Baltimore.—Rochester Home Building Co., 2738 Harford Road, acquired 20-acre tract bounded by Old York Road, 39th St. Tinges Lane and 35th St., and will develop; ultimately erect about 500 dwellings; 2 stories; brick; 7 rooms, bath and porch; gas and electric fixtures, sewerage, etc.; cost \$1,500,000.

Md., Baltimore.—Acme Building Co., Louis Pincus, Pres., Milton Ave. and Federal St., will erect nine 2-story brick dwellings on north side Morris Ave., near West Ave.; also nine 2-story dwellings on north side Holmes St. at West Ave.; cost \$25,000.

Md., Baltimore.—A. E. Block, 1014 Morton St., has plans by John R. Forsythe, 4307 Penhurst Ave., for apartment-house and garage at Forest Park Ave. and Grantley St.; apartment, 2½ stories; 32x50 ft.; garage, 1 story; 18x47 ft.

Md., Towson.—Robert Francis will erect residence.

Miss., Greenville.—Mrs. Le Roy Percy is having plans prepared by W. A. Stanton, Vicksburg, Miss., to remodel residence at Percy St. and Broadway; veneer; tile roof; date opening bids not set.

Miss., Vicksburg.—Dr. J. F. Barbee is having plans prepared by W. A. Stanton for residence; 30x50 ft.; 1 story; frame; asphalt slate roof; electric lighting; bids opened about May 24. Address Archt.

Mo., Kansas City.—Joseph T. Heydon of Houston & Fible purchased site and plans to erect residence.

Mo., Kansas City.—John F. Skykes, 322 W. 13th St., will erect 4 dwellings on Brooklyn Ave.; frame and stucco; shingle roof; 1½ stories and basement; 22x29 ft.

Mo., Kansas City.—Fletcher Cowherd Realty Co., Grand Avenue Temple, will erect 2 dwellings on West 62d St.; 2 stories and basement; 31x36 ft.; stucco; stone trim; shingle roof; also 2 dwellings on Grand Ave.; 2 stories and basement; 34x31 ft.; frame; shingle roof; cost \$5000 each; Selby Kurfass, Archt., Scarritt Bldg.

Mo., St. Louis.—Dr. Sam T. Basset has plans by Roy Seldon C. Price, University Club Bldg., for residence, office and garage; matt brick; cost \$15,000; architect receives bids.

Mo., St. Louis.—Augusta Collier will erect six 1-story dwellings; cost \$15,000.

N. C., Asheville.—J. T. Bledsoe & Co. will erect residence on Edgemont Road; 8 rooms; cost \$12,500.

N. C., Asheville.—Wayne Beachboard will erect residence on Macon Ave.; about 5 rooms; cost \$10,000.

N. C., Charlotte.—Queens Home Construction Co., T. E. Hemby, Secy. and Treas., is having plans prepared by L. L. Hunter for 40 to 50 dwellings.

N. C., Clinton.—A. W. Colwell and others will erect dwellings.

N. C., Clinton.—Clinton Development Co. organized by George W. Flemming, J. H. Packer, Howard McKinnon and others; acquired 160-acre site in Park Heights addition and will develop; install water, sewer, electric-light systems; construct sidewalks; divide into 250 lots; erect dwellings, etc.

N. C., Granite Falls.—Granite Falls Mfg. Co. will erect 40 dwellings in mill village; construction under supervision of L. R. Hink, company's engineer.

Okla., Edmond.—Earl A. Rodkey has plans by Nichols & Chandler, 307 Southwest Reserve Bank Bldg., Oklahoma City, for residence; 2 stories and basement; 34x44 ft.; frame and brick; Carthage stone trim; metal tile roof; hot-air heat; electric wiring; hardwood floors; tile bath floors and wainscot; cost \$11,000. (Lately noted.)

Okla., Oklahoma City.—Nichols & Chandler, 307 Southwest Reserve Bank Bldg., is erecting 33 residences between 15th and 23d Sts., Broadway and Hudson; brick, stucco on metal lath and frame; shingle roofs; concrete tile and hardwood floors; hot-air heat in nearly all buildings. (Lately noted.)

Okla., Oklahoma City.—South Oklahoma Town Co. will erect 15 dwellings in Westwood addition; ultimate plans call for 100 structures.

Okla., Oklahoma City.—South Oklahoma Town Co. plans to erect 15 dwellings; cost \$4500 to \$5000 each; will ultimately erect 100.

Okla., Redford.—Oklahoma Union Ry. Co., 4th and Boulder Sts., Tulsa, plans to erect 16 dwellings; 1 story; 28x39 ft.; brick; shingle roof; cost \$2000 each; J. W. Bryan, Archt., Robinson Bldg., Tulsa.

Okla., Tulsa.—Arthur Lipka will erect residence; cost \$10,000.

Okla., Tulsa.—Viner Investment Co. will erect 5 bungalows on North Elwood Ave.; cost \$5000 each.

Tenn., Memphis.—F. L. Schwantz is having plans prepared by Raymond B. Spencer, Goodwyn Institute Bldg., for residence; brick veneer; tile roof; hot-water heat; cost about \$15,000.

Tex., Abilene.—Abilene Building Assn. will erect 5 bungalows in Heyck addition; cost \$20,000.

Tex., Brenham.—H. F. Kowles of First National Bank will erect residence.

Tex., Fort Worth.—H. W. Williams, Jr., will erect residence on Elizabeth Blvd., Ryan Place; 2 stories and basement; 10 rooms; brick and stone; cost \$30,000.

Tex., Fort Worth.—Lee Anderson will erect dwelling; cost \$20,000.

Tex., Camp Travis.—Constructing Quartermaster receives bids until June 2 to erect about 997 brick, adobe and frame buildings at about 30 posts and camps along Mexican border in Texas, New Mexico and Arizona. (See Government and State.)

Tex., El Paso.—W. R. Ezell will erect bungalow; cost \$10,000.

Tex., Fort Worth.—Mobley & Delaney will erect number of dwellings on Harrison and Rosedale Aves.; 5, 6, 7 and 9 rooms; brick, brick veneer and frame; shingle and composition shingle roofs; oak and tile floors; gas and hot-air heat; cost \$6000 to \$15,000; plans and construction by owners.

Tex., Houston.—R. G. Caldwell will erect residence; cost \$12,000; J. W. Northrup, Jr., Archt., Houston.

Tex., Houston.—H. B. Weiser is having plans prepared by J. W. Northrup, Jr. for residence; cost \$12,000.

Tex., Houston.—R. A. Tsanoff will erect \$12,000 dwelling; J. W. Northrup, Jr., Archt.

Tex., McAllen.—Dr. J. M. Doss is having plans prepared by A. H. Woolridge for residence; 12 rooms; 2 stories; brick and concrete; hardwood floors; Spanish roof; cost, including equipment, about \$12,000. (See Machinery Wanted—Elevator.)

Tex., San Antonio.—Hiram Partee has plans by Altee B. Ayres, San Antonio, for residence; 2 stories and basement; 4 bedrooms, 3 baths, reception hall, sun parlor; tile roof; oak and tile floors; hot-air heat; interior finish white enamel.

Va., Alexandria.—Thos. W. Watson has plans by J. B. Collins, Cameron and Union Sts., for

bungalow near Alexandria; 40x60 ft.; hollow tile and stucco; cost \$10,000.

Va., Lynchburg.—J. L. Pleasants is having plans prepared by Stanhope S. Johnson, 604 People's Bank Bldg., for residence on Boston Ave.; English design; stucco; slate roof; hardwood floors; steam heat.

Va., Petersburg.—Cooper Lal, Center Hill Apartments, will erect residence; 1 story; 50x35 ft.; frame and stucco; cost \$10,000.

Va., Portsmouth.—H. A. W. Parks is having plans prepared by B. F. Mitchell, Seaboard Bank Bldg., Norfolk, for residence; 2 stories; 52x62 ft.; brick.

Va., Richmond.—Max E. Ruehrmund will erect 1-story brick dwelling on Park Ave. and brick dwelling on Rowland St.; cost \$11,000.

Va., Richmond.—Hallett & Pratt, 204 Mutual Bldg., prepared plans for residence on Kensington Ave.; 2 stories; brick; 22x34 ft.

Va., Roanoke.—S. A. Duerson will erect 4 dwellings in Melrose; cost \$3500 each.

W. Va., Mannington.—Harry Haight and Prichard Oil Well Supply Co. has plans by C. H. Snider, Professional Bldg., Fairmont, W. Va., to erect residence; 2 stories; 32x33 ft.; brick and tile; cost \$10,000.

Government and State.

D. C., Washington.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., opens bids June 9 for changes to plumbing, etc., in Interior Dept. office building; copies of specifications obtainable from office Chief Clerk, Interior Dept. (See Machinery Wanted—Plumbing.)

Tex., Camp Travis — Dwellings, etc. — Constructing Quartermaster, Camp Travis, receives bids until June 2 to erect about 997 brick, adobe and frame buildings at about 30 posts and camps along Mexican border in Texas, New Mexico and Arizona; water and sewer lines, wiring, etc.

Tex., Fort Worth—Postoffice.—Treasury Department, Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids until June 11 for alterations at postoffice; copies of specifications and drawings obtainable from office of Custodian at Fort Worth or from office Mr. Wetmore.

Tex., Mt. Pleasant—Postoffice.—Treasury Department, Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., opened bids to erect postoffice building; Cooper & Lund, N. J., are lowest bidders at \$46,960. (Previously noted.)

Va., Hampton Roads.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C., opened bids to erect proposed buildings; Post & McCord, New York, are lowest bidders at \$519,500.

Va., Quantico—Officers' Quarters and Administration Building.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C., opened bids to erect 24 officers' quarters and administration building; J. K. Thurston Corp., New York, is lowest bidder at \$268,629. (Previously noted.)

Hospitals, Sanitariums, Etc.

Mo., Mexico.—Audrain County will complete hospital; brick; concrete floors; Guy Felty, Contr., Columbia, Mo.; Ben F. Elliott, Archt., Mexico; voted May 16 on \$40,000.

Mo., Sedalia.—City votes May 20 on \$10,000 bonds for hospital for negroes; A. Baumgartner, Mayor. (See City and County.)

Okla., Durant.—Durant Memorial Hospital Co. has plans by Jewel Hicks for hospital and nurses' training school; 37x78 ft.; 3 stories; reinforced concrete; cost \$40,000; bids opened May 23. (Previously noted.)

Okla., Norman.—Oklahoma State Hospital for Insane, Dr. D. W. Griffin, Supt., will erect 3-story building; cost \$125,000; two 1-story buildings; cost \$50,000 each; laundry; cost \$35,000; repair administration building, cost \$15,000; will expend \$45,000 for completing heat, power and ice plant; all structures fireproof.

Tenn., Union City.—Obion County Memorial Hospital Assn., Geo. Dahake, Prest., will erect hospital; cost \$100,000.

Tex., Waxahachie.—City plans to erect fireproof sanitarium; cost \$50,000. Address The Mayor.

Tex., Yoakum.—City has plans by L. Harrington Co., Frost Bldg., San Antonio, for hospital; 3 stories; 42x75 ft.; reinforced concrete and brick; cost \$60,000. (Previously noted.)

W. Va., Huntington.—Dr. Joseph A. Guthrie will erect 6-story fireproof unit to Guthrie Hospital; 110x33 ft.; concrete and brick; composition roof; terrace floors; hot-water heat; gas and electric lighting; 2 electric elevators; cost \$70,000; bids opened Aug. 1.

Hotels.

Ark., Jonesboro.—Chamber of Commerce is interested in organization of company to erect \$150,000 hotel.

Fla., St. Petersburg.—D. W. Sasser plans to erect apartment hotel on 3d St. north; 4 stories; 150 rooms; cost \$40,000.

Ga., Fort Valley.—Louis L. Brown will erect hotel for employes.

Ga., Fort Valley.—J. A. L. Wilson will erect hotel for employes.

Miss., Corinth.—B. F. Liddon will erect hotel; 40 rooms; 50x150 ft.; brick; composition roof; wood, tile and composition floors; steam heat; electric lighting; electric passenger elevator; cost \$35,000; plans and construction by owner. (See Machinery Wanted—Building Material; Elevator; Plumbing; Heating; Hardware; Furniture.)

Miss., Corinth.—W. A. Mothershead and R. B. Tallafiero are having plans prepared for additional story and improvements to Walron Hotel building; 30 rooms; double capacity dining-room; install baths; improve heating system; install elevator; tile floor in office, etc.

N. C., Rutherfordton.—C. L. Miller and others organized company with capital stock of \$140,000 to erect hotel on Laurel Hill; 75 rooms; construct tennis courts, golf links, etc.

Okla., Shawnee.—Willard Bros. are having plans prepared by H. C. Davis for hotel; 6 stories and basement; brick, stone and reinforced concrete; gravel roof; cost \$100,000.

W. Va., Bluefield.—S. L. Mats will erect hotel on Princeton Ave.; 5 stories; fireproof; 60 rooms with bath.

Miscellaneous.

Ga., Jasper—Stable.—Chas. W. McHan will erect warehouse and stable. (See Warehouses)

Ga., Moultrie.—Clubhouse.—Moultrie Country Club will erect clubhouse to replace structure previously noted damaged by fire.

Ky., Camp Knox—Community Building.—War Camp Community Service, Geo. Cornet, Secy., Stark Bldg., Louisville, is having plans prepared by Ward & Glossop, Lincoln Trust Bldg., Louisville, for community building; 2 stories; 162x170 ft.; cost \$15,000.

Mo., Springfield — Clubhouse. — Springfield Country Club will erect clubhouse; cost \$15,000; construction begins June 1.

Mo., St. Louis—Home.—Directors of Beth Moshab Z'Keinim will erect additional build-

ing for home at 1435 E. Grand Ave.; construction to begin in June.

Okla., Chickasha—Memorial Hall.—Grady County Memorial Assn., Frank B. Bailey, Prest., plans to erect memorial hall.

S. C., Greenville—Community-house.—American Spinning Co. will erect community-house; plans include clubrooms, library, domestic science rooms, gymnasium, etc.; H. Olin Jones, Archt., Greenville.

S. C., Spartanburg—Home.—Southern Home Institute for Children, Rev. Sam T. Creech, Prest., is having plans prepared by S. S. Tinsley for buildings on 40-acre tract; brick; each building to accommodate 25 children; expects to let contract within 3 weeks for 2 structures. (Lately noted.)

Tex., McAllen—Clubhouse, Bathhouse, Barber Shop, etc.—Rio Grande Valley Land Corp., A. J. McCall, Prest., Railway Exchange Bldg., Kansas City, Mo., is having plans prepared by A. H. Woolridge, McAllen, for 2-story clubhouse; 50x70 ft.; frame; hardwood floors; composition shingle roof; also bathhouse and barber shop; 20x60 ft.; 24 showers; total cost about \$20,000.

Va., Newport News—Undertaking Establishment.—W. E. Rouse is having plans prepared by Herbert W. Simpson, Board of Trade Bldg., Norfolk, for undertaking establishment and garage; 3 stories and basement; cost \$40,000.

Va., Portsmouth—Hall, etc.—Hebrews' Frolic Club, care of A. A. Bangel, Kira Bldg., is having plans prepared by Modern Architectural Co., P. O. Box 591, for hall and clubrooms; brick; 3 stories; cost \$25,000.

Railway Stations, Sheds, Etc.

Ark., Heth.—Chicago, Rock Island & Pacific R. R., H. G. Clark, Chief Engr., Chicago, will erect depot; cost \$16,000.

Schools.

Ala., Florence.—City Commrs. are considering election on bonds to erect school building.

Ala., Wedowee.—Board of Education plans to erect school building. Address The Mayor.

Ark., Little Rock.—Board of Education opens bids May 23 to erect junior high-school building at Pine St. and Lee Ave., Pulaski Heights; 180x94 ft.; 2 stories; fireproof; brick and concrete; 16 classrooms, gymnasium, manual training, domestic science and auditorium; cost about \$200,00. (Lately noted.)

Fla., Boca Ratone.—City voted bonds to erect school. (See City and County.)

Fla., Brooksville.—Hernando County Board of Public Instruction, W. O. Lemasters, Supt., Brooksville, receives bids until June 16 to erect school buildings in Special Tax Dist. Nos. 1 and 7; cost \$25,000 and \$10,000, respectively; plans and specifications at office George McKay, Archt., Ocala, Fla., and office superintendent. (Previously noted.)

Fla., Green Cove Springs.—Clay County Board of Education is having plans prepared by Mark & Sheftall, 210 Clark Bldg., Jacksonville, for high school; cost \$30,000; votes on \$50,000 about July 1. (Lately noted.)

Fla., Live Oak.—Board of Public Instruction of Lafayette County, A. D. Townsend, Chrmn., receives bids until June 2 to erect two 1-story brick-vener school buildings at Air Line and Center Hill, according to plans and specifications at office of Mark & Sheftall, Archts., Jacksonville, and offices J. Homer Kelly, County Supt. and Secretary, Live Oak, Madison and Perry, Fla.

Fla., Paletka.—Putnam County Board of Public Instruction is having plans prepared by Mark & Sheftall, 210 Clark Bldg., Jacksonville, for grammar and high-school building; 137x103 ft.; 3 stories; brick walls; concrete

corridors and stairs; probably gravel roof; joist floor construction; steam heat; cost \$75,000. Address Owner.

Fla., Tampa.—Hillsborough County Board of Education called election June 17 in Dists. Nos. 4, 18 and 30 to vote on \$165,000 bonds as follows: Dist. No. 4, \$10,000 to enlarge George Washington Junior High School; \$32,000 for additional building for Hyde Park grammar schools; \$30,000 for 8-room addition to Robert E. Lee school; \$58,000 to erect 20-room building in Ybor City, and \$20,000 for purchase of site; Dist. No. 18, Oak Park, \$5000 for additional facilities; Dist. No. 30, Stamper, \$10,000 for building and furnishings; J. E. Knight, County Supt., B. C. Bonfoey, Archt., Tampa. (Lately noted.)

Fla., Ybor City.—County Board of Education will call election on bonds to erect school building. (See Fla., Tampa.)

Ga., Albany.—School Board will erect grammar school; 11 rooms.

Ga., Americus.—Sumter County Board of Education will erect school building between Leslie and De Soto; cost \$40,000.

Ga., Dublin.—City voted \$50,000 bonds to erect grammar school on Calhoun St.; 14 rooms and auditorium; brick; probably slate roof; Paul V. King may be addressed. (Previously noted.)

Ga., Columbus.—Muskogee County Commrs. called election for Sept. 26 on \$160,000 bonds to erect about 6 schools; Frank U. Garrard, J. B. Key and J. C. Alexander, Board of Commrs. (Lately noted.)

Ga., Gainesville.—City voted \$160,000 bonds to erect high school building. Address School Board. (Lately noted.)

Ga., Quitman.—City Council ordered election June 18 on \$44,000 bonds to erect and equip high-school building; H. D. Knowles, Supt. of Schools. (Lately noted.)

Ky., Smith's Grove.—Building Committee, U. R. Rasmall and others, will erect school building; brick; cost \$30,000; architect not selected and other details not determined. (Lately noted.)

La., Bell City.—Calcasieu Parish School Board, Lake Charles, is having plans prepared by I. C. Carter, Lake Charles, for school building; 2 stories; brick; 59x70 ft.; asbestos roof; wood floors; cost \$16,000.

La., Franklinton.—Washington Parish School Board, D. H. Stringfield, Supt., opens bids about last week in May to repair roof and erect addition to school building; brick; metal and composition roof; pine floor; cost without equipment about \$8000; L. B. Renard, Archt. (Lately noted.)

Md., Annapolis.—Anne Arundel County School Board, George Fox, Supt., receives bids until May 27 to erect high school in Eighth Dist., Traces Landing; brick; 2 stories; cost \$15,000; H. B. Hopkins, Archt., Annapolis Bank Bldg. (Lately noted.)

Miss., Corinth.—City votes probably in June on bonds to erect school building. Address The Mayor.

Miss., Petit.—Riverside Consolidated School Dist., G. L. Sheldon, Secy., Wayside, Miss., opens bids May 28 to erect school building at Avon; irregular dimensions; brick; asphalt slate and built-up roof; mill construction floors; cost \$23,000 to \$24,000; W. A. Stanton, Archt., Vicksburg, Miss. Address Mr. Sheldon or B. L. Hatch, County Supt. of Education, Greenville, Miss.

Miss., Poplarville.—Pearl River Agricultural High School will erect building to replace burned structure; cost \$20,000. Address The Principal.

Miss., Poplarville.—Pearl River Agricultural High School, J. A. Huff, Principal, opens bids June 6 to erect dormitory; 40x119 ft.; ordinary

construction; metal shingle roof; cost \$30,000; P. J. Krouse, Archt., Meridian, Miss. (Lately noted.)

Mo., Clark.—School Board will erect building for Mt. Carmel School.

Mo., Elsberry.—School Dist. votes on \$28,000 bonds to erect school building. Address Dist. School Trustees.

Mo., Kansas City.—Emory J. Sweeney purchased site of 185 acres near Kansas City and plans to develop trade school; having plans prepared by Keene & Simpson for buildings to accommodate 2500 students; school buildings to be 2 stories; hollow tile and stucco; red tile roofs; auditorium building; executive building surmounted by 100-ft. tower; dormitories of mission type; construct hangars for flying machines, driveways, etc.; total cost \$1,500,000.

N. C., Concord.—Board of Aldermen authorized bond issue of \$40,000 to erect school buildings; C. A. Isenhour, Mayor.

N. C., Concord.—Stonewall Jackson Manual Training and Industrial School, Chas. E. Roger, Supt., receives bids until June 5 for construction, heating and miscellaneous equipment of school building at Jackson Training School near Concord; 12 rooms; auditorium; Barrett roof; wood floors; steam heat; plans and specifications at office of Louis H. Asbury, Archt., Charlotte, N. C., and at office of Jackson Training School, Concord. (Lately noted.)

N. C., Goldsboro.—City voted \$75,000 bonds to erect school buildings and to repair present structures. Address School Board. (Lately noted.)

Okla., Billings.—School Board is having plans prepared by Huseman Company, Oklahoma City, to erect high-school building; about 64x70 ft.; cost \$25,000; other details not determined. (Lately noted.)

Okla., Cleveland.—Board of Education, Ward Duffy, Clerk, is having plans prepared by Hawk & Parr, Security Bldg., Oklahoma City, for high-school building; 2 stories and basement; 126x68 ft.; brick and stone; gravel roof; cost \$75,000.

Okla., Cologah.—Board of Education, T. L. Whelsenhunts, Clerk, is having plans prepared by Hawk & Parr, Security Bldg., Oklahoma City, for addition to school building; 2 stories and basement; 38x56 ft.; brick and stone; cost \$20,000; School Dist. will vote on bonds.

Okla., Fairfax.—Board of Education is having plans prepared by Tonini & Bramblett, Terminal Bldg., Oklahoma City, for high-school building; 2 stories and basement; 74x90 ft.; brick, stone and reinforced concrete; semi-fireproof; gravel roof; cost \$45,000.

Okla., Hugo.—City voted \$100,000 bonds to erect proposed high school. Address School Board.

Okla., Muskogee.—Board of Education is having plans prepared by H. O. Valeur for junior high-school building on west side, and by C. W. Dawson for 2 ward school buildings on east side. (City lately noted voting \$400,000 bonds for schools.)

Okla., Sand Springs.—Board of Education is having plans prepared by Tonini & Bramblett, Terminal Bldg., Oklahoma City, for high-school building; 2 stories and basement; 176x120 ft.; brick, stone and reinforced concrete; gravel roof; cost \$140,000. (Lately noted.)

Okla., Stillwater.—Oklahoma State Board of Agriculture, F. M. Gault, Prest., Capitol Bldg., Oklahoma City, receives bids until June 2 for material and labor to install heating and plumbing in science hall building and armory and gymnasium building under construction at Oklahoma Agricultural & Mechanical College; plans and specifications at office F. W. Redlich, Archt., Dept. of Architecture, Oklahoma Agricultural & Mechanical College. (See Machinery Wanted—Heating and Plumbing.)

Okla., Talala.—Board of Education, F. C. Clark, Clerk, plans to erect addition to school building; 1 story and part basement; 30x56 ft.; brick and stone; shingle roof; cost \$15,000; Hawk & Parr, Archts., Security Bldg., Oklahoma City; School Dist. plans to vote on bonds.

Okla., Tonkawa.—Regents Oklahoma Business Academy, Logan Hawkins and others, will rebuild Wilkin Hall.

Okla., Tulsa.—Board of Education, H. O. McClure, Prest., is having plans prepared by Geo. Winkler for addition to Central High School building; cost \$300,000. (City lately noted to have voted \$1,000,000 bonds for schools.)

S. C., Charleston.—Building committee is conferring with architects relative to remodeling Meminger school building; A. B. Rhett, Supt.

S. C., Rock Hill.—Board of Education will erect addition to Aragon-Manchester School; 4 classrooms and auditorium; \$175,000 bonds voted. (Previously noted.)

Tenn., Chattanooga.—City Board of Education will erect annex to Junior High School building; H. D. Huffaker, City Commr.

Tenn., Greenbrier.—Greenbrier School Dist. voted \$15,000 bonds to erect school building; R. H. Dowden, Clerk.

Tenn., Mascot.—Knox County Grammar School Board, Edwin C. Metcalf, Chmn., Knoxville, receives bids until May 24 to erect school building; 2 stories; brick; hot-air and fan system of heating; cost \$17,000; plans and specifications at office Manley & Young, Holston National Bank Bldg., and at office W. L. Stokesbury, County Supt., both of Knoxville; also receives bids until same date to erect school at Smiths, near Thorn Grove; plans and specifications at office M. E. Parmlee & Son, 519½ Market St., Knoxville, and at office superintendent as above.

Tex., Amarillo.—Trustees Amarillo Industrial School Dist. have plans by J. C. Berry, Fuqua Bldg., for brick building; bids opened May 17.

Tex., Lutz.—School Dist. No. 39 will vote on \$10,000 bonds to erect building; J. E. Knight, County Supt., Tampa.

Tex., Calvert.—School Board is having plans prepared by E. Melver Rosa, Waco, for high-school building; fireproof; 20 classrooms, library, auditorium to seat 800; cost \$80,000.

Tex., Dallas.—Hockaday School for Girls, Ella Hockaday, Principal, will erect school building with dormitory to accommodate 50 girls.

Tex., Polytechnic (P. O. Fort Worth).—Polytechnic School Dist. voted \$20,000 bonds to construct 8-room fireproof school building and erect 3-story addition to McRae School; S. S. Ogilvie, Prest. School Board. (Previously noted.)

Tex., Riverside.—City voted \$50,000 bonds to erect school building. Address School Board.

Va., Blackstone.—Blackstone Military School, Col. E. S. Ligen, Commandant, is having plans prepared by Chas. M. Robinson, Times-Dispatch Bldg., Richmond, for building; 3 stories; 46x87 ft.; brick; cost \$35,000.

Va., Claremont.—School Board, J. C. Hudgin, Secy., is having plans prepared by Carneal & Johnston, Chamber of Commerce Bldg., Richmond, for school building; 2 stories; brick; cost \$25,000.

Va., Fredericksburg.—Board of Education will erect high-school building; cost \$80,000 to \$85,000.

Va., Gladys.—Rustburg Dist. School Board, E. G. Peerman, Chmn., receives bids until May 27 to erect school building. (See Va., Rustburg.)

Va., Norfolk.—Norfolk County School Board, Tanners' Creek Dist., opened bids to erect ad-

dition to Larchmont school and addition to Ocean View school; Seacoast Construction Co. is lowest bidder at \$46,110 for former and at \$47,464 for latter; J. J. Butler is lowest bidder at \$9474 for plumbing and steam heat for Larchmont addition, and Rapp & Mearig lowest bidders at \$9050 for plumbing and steam heat for Ocean View addition; H. Abrames, Archt., Arcade Bldg. (Lately noted.)

Va., Ocean View.—Norfolk County School Board, Tanners' Creek Dist., opened bids to erect addition to school building. (See Va., Norfolk.)

Va., Portsmouth.—School Board, W. F. Robinson, Chrmn. Bldg. Com., has plans by Chas. M. Robinson, Times-Dispatch Bldg., Richmond, for school building at Chestnut and Clifford Sts.; 3 stories; brick; cost \$75,000. (Lately noted.)

Va., Rustburg.—School Board, E. G. Peerman, Chrmn., receives bids until May 27 at office Craighill & Cardwell, Archts., People's Bank Bldg., Lynchburg, to erect school building on Main St.; 40x85 ft.; 7 rooms and auditorium; brick; slag roof; wood joist floor construction; cost \$16,000; heating, \$2500; also to erect 2-room frame building in Rock House Place, 4 mi. east of Gladys; plans and specifications at office architects. (Previously noted in part.)

Va., Truxton, Portsmouth.—U. S. Housing Corp., Washington, D. C., receives bids about June 15 to erect school building; 65x90 ft.; brick; hot-air heat; electric lighting; cost \$50,000; Rossel Edward Mitchell & Co., Ltd., Archt., Norfolk. (Lately noted.)

Va., Williamsburg.—School Board is having plans prepared by Carneal & Johnston, Chamber of Commerce Bldg., Richmond, for school; 2 stories; brick and wood; 65x130 ft.; slate roof; wood floors; warm-air heat; electric lighting; cost \$50,000. (Lately noted.)

Va., Williamsburg.—School Board, Dr. C. E. Brown, Clerk, Round Hill, Va., plans to erect school building; 1 story; plans and construction by owner.

W. Va., Adamston.—J. C. Timberman, Secy. Board of Education Coal Dist., receives bids until May 24 to supply labor and material for completion of high-school building; bids received for complete finishing of building and grounds; also for carpentry; lathing and plastering; painting and finishing; plumbing and electrical work; miscellaneous; copies of drawings and specifications at office Holmboe & Lafferty, Archts., Clarksburg, W. Va.; A. E. Crimm, Pres. Board of Education.

W. Va., Bluefield.—Board of Education, Beaver Pond Dist., has plans by Alex. B. Mahood for additional story to school building; 83x41 ft.; brick walls and wood joists; asbestos or asphalt roof; wood floors; steam heat; cost \$12,500; bids opened May 17; plans for \$75,000 West End school selected May 17. (Lately noted.)

W. Va., Elkins.—St. Brendans Congregation, Father Dailey, Chrmn. of Committee, is having plans prepared by Albert Breternitz, Clarksburg, W. Va., for school building. (See Churches.)

W. Va., Grant Town.—Board of Education, Dr. J. W. P. Jarvis, Pres., Fairview, W. Va., has plans by C. H. Snider, Professional Bldg., Fairmont, W. Va., for grade school addition; 2 stories; 40x78 ft.; brick; cost \$25,000; architect will take bids June 1.

W. Va., Fairmont.—Board of Education of Union Industrial School Dist., Harry Shaw, Pres., ordered election on May 20 on \$150,000 bonds to erect and equip high-school building. (Lately noted.)

W. Va., Huntington.—Marshall College will erect building for physical education; cost \$80,000.

W. Va., Metz.—Board of Education, Geo. W. Bowers, Pres., Mannington, W. Va., has plans

by C. H. Snider, Professional Bldg., Fairmont, W. Va., for grade school; 2 stories and basement; 60x75 ft.; 6 rooms and gymnasium; brick; cost \$17,000; architect will take bids about June 1.

W. Va., Montgomery.—Board of Education opened bids to erect high school; Concrete Steel Co., Charleston, is lowest bidder at \$92,000; plans by A. F. Wysong, Princeton, W. Va., call for structure 88x128 ft.; brick and concrete; built-up roof; concrete, tile and wood floors; steam heat; electric lights. (Lately noted.)

W. Va., Weston.—Board of Education is having plans prepared by Albert Breternitz, Clarksburg, W. Va., for high and grade-school building; contain gymnasium and swimming pool; 64x102 ft.; brick first floor; fireproof; Barrett roofing; composition and maple floors; vapor heat; electric lighting; cost \$35,000. (Lately noted.)

Stores.

Ala., Gadsden.—Rosen Credit Co. will erect store building.

Ala., Tusculumbia.—O. B. Clark will erect store building.

Ark., Blytheville.—Farmers' Bank & Trust Co. has plans for bank, mercantile and office building. (See Bank and Offices.)

Ark., Blytheville.—L. L. Ward will erect business building.

Ark., Blytheville.—Wilbrite & Anthony will erect several brick business buildings.

Ark., Clarksville.—May-Marlar Wholesale Grocer Co. Incptd. with capital of \$100,000; M. M. McWilliams, Pres.; Frank C. May, V. P.; Pat McWilliams, Secy.-Treas.; Gordon Marlar, Gen. Mgr.

Ark., Forrest City.—Merchants' Wholesale Grocery Co., E. N. Harrod, Secy.-Treas., plans to erect 2-story brick and concrete building.

Ark., Marianna.—W. S. McKintock is having plans prepared by Mann & Gatling, Scimitar Bldg., Memphis, Tenn., for store and office building on Poplar St.; 2 stories; 98x166 ft.; semi-fireproof; steel, brick, stone, etc.; Barrett roof or equal; concrete and wood floor; cost \$50,000; steam heat, \$5000; opens bids about June 15; plans completed about June 1. (Lately noted.)

D. C., Anacostia.—Thompson Bros., 122-24 Good Hope Rd., is having plans prepared by Jos. G. Herbert, 1944 Naylor St., Washington, for store building; 3 stories and basement; brick, steel and concrete; cost \$30,000.

D. C., Washington.—A. S. Atkinson, 3801 Malcomb St. N. W., is preparing plans for store and apartment-house; 4 stories; 35x50 ft.; brick, stone and concrete; cost \$35,000.

D. C., Washington.—Victory Building Co., Mrs. E. A. Bauer, Secy., 490 11th St., will erect loft building; 5 stories; 28x36 ft.; fireproof; reinforced concrete; metal sashes; cost \$50,000; plans by owner; ready for bids.

Fla., Jacksonville.—Frank A. Delgado has plans by Mark & Sheftall, 210 Clark Bldg., Jacksonville, for building at Oak and Borr Sts.; 3 stories and 5 apartments; 31.8x32 ft.; 2 stories; Denison interlocking tile walls; asphalt felt roof covered with slate; cement on first floor; wood on second; cost \$15,000.

Fla., Miami.—Yowell-Duckworth Company will erect addition to store building; 3 stories; fireproof; brick; 47x143 ft.; 20,000 sq. ft. floor space; cost \$60,000.

Fla., Miami.—F. H. Rand, Jr., Lawyer's Bldg., has plans by H. Geo. Fink, Bliss Bldg., for store and office building at 11th St. and Avenue C; 100x150 ft.; concrete block stuccoed; 4-ply built-up roof; wood floors; cost \$20,000; construction by owner. (Lately noted.)

Ga., Atlanta.—Phoenix Investment Co. plans to erect business building.

Ga., Colquitt.—L. E. Calhoun will rebuild 2 store buildings lately noted damaged by fire; brick; plate-glass fronts.

Ga., Montezuma.—Adams Company will erect 3-story building; brick or concrete.

Md., Baltimore.—City Spring Works, Park Ave. and Preston St., will erect business building; cost \$25,000.

Miss., Laurel.—R. C. Gaddis is having plans prepared for business building.

Mo., Springfield.—A. J. Elsemayer and F. X. Heer purchased Fraternity Bldg. on St. Louis St. and will erect 3 additional stories; cost \$75,000; Frank W. Hunt, Archt.

Mo., Vandusen.—J. G. Kluge will erect building for picture show, bank, offices and store. (See Theaters.)

N. C., Clinton.—Hiram Lodge No. 98, A. F. & A. M., will erect Masonic Temple; cost \$40,000 to \$50,000; H. E. Bonitz, Archt., Wilmington. (See Association and Fraternal.)

N. C., Roanoke Rapids.—Paul Robinson will erect theater and store building. (See Theaters.)

Okla., Bartlesville.—Bartlesville Furniture Co. has plans by Walton Everman for building; 2 stories; 50x140 ft.; brick and steel; composition roof; cost \$22,000.

S. C., McCormick.—G. H. McCain will erect several store buildings.

S. C., McCormick.—J. C. Corley will erect store building.

S. C., McCormick.—J. L. Reynolds will erect 1-story brick building.

Tenn., Livingston.—E. D. White will erect store building; brick.

Tex., Abilene.—James M. Radford and D. M. Oldham, Jr., will erect business building; brick; 75x140 ft.; cost \$40,000.

Tex., Beaumont.—Max Feinberg will erect business building; cost \$75,000.

Tex., Clarksville.—Masonic lodge opens bids June 1 to erect lodge, office and store building. (See Association and Fraternal.)

Tex., Donna.—Frazier, Maule & Thompson are having plans prepared by A. H. Woolridge, McAllen, Tex., for store building; 50x100 ft.; brick and concrete; composition roof; cost about \$12,000; bids received not later than June 1. Address architect.

Tex., Ranger.—S. W. Bobo, owner, and David Castle, Archt., Abilene, Tex., receive bids until May 26 at Ranger to erect store and office building; 3 stories; fireproof; apply to architect for plans.

Tex., Tyler.—Mayfield Company, J. B. Mayfield, Pres., plans to erect 5 or 6-story brick business building; cost \$100,000.

Tex., Willis Point.—Ancient Free and Accepted Masons will erect building; first floor for stores. (See Association and Fraternal.)

Tex., Willis.—Willis Specialty Store plans to erect building to replace burned structure; about 50x100 ft.; details not determined.

Va., Norfolk.—I. C. Roberts will erect building; 2 stories; brick; 2000 sq. ft. floor space.

Va., Portsmouth.—B. Ladiberg, 518-20 Crawford St., has plans by Modern Architectural Co., P. O. Box 591, for store and apartment-house; 3 stories; 25x85 ft.; brick; cost \$15,000.

W. Va., Farmington.—Lee Toothman plans to erect brick store building on Main St.

W. Va., Welch.—S. E. Carter will erect 3-story building; ground floor for store; 2 upper stories, apartments.

Theaters.

Ala., Tusculumbia.—N. M. Burns will erect theater; cost \$20,000.

Ala., Attalla.—P. L. Walker, Birmingham, will rebuild motion-picture theater previously noted damaged by fire.

Md., Baltimore.—Dr. J. J. Valentini has

plans by Blanke & Zink, 213 N. Calvert St., to alter and erect addition to moving-picture theater on Harford Road near Homestead St.; slag roof; cement floor; construction during July and August.

Mo., Vandusen.—J. G. Kluge will erect building for picture show, offices, bank and store; 96x140 ft.; brick and joist construction; asphalt composition roof; joist floor construction; cost \$40,000; steam heat, \$3000; Delco lighting, \$1200; hand-power freight elevator, \$300; Lindsay Architectural Co., Archt., Sikeston, Mo.; owner will purchase material and supervise construction with day labor. (Previously noted.)

N. C., Roanoke Rapids.—Paul Robinson will erect building for theater and stores; 62x100 ft.; 2 stories; brick; tin roof; concrete and wood floor; steam or hot-water heat; cost not over \$15,000; architect not selected; desires preliminary sketches. (Lately noted.)

S. C., McCormick.—I. C. Harrison will erect motion-picture theater.

W. Va., Williamson.—S. W. Patterson, Vivian, W. Va., has plans by C. C. and E. A. Weber, Cincinnati, Ohio, for theater and office building; fireproof; fan blast system of heat; opens bids in about 30 days. Address Architects. (Lately noted.)

Warehouses.

Ala., Birmingham.—N. O. Nelson Supply & Manufacturing Co. will erect brick warehouse and storage building.

Ala., Birmingham.—William Leslie Welton, American Trust Bldg., is preparing plans for warehouse on First Ave. north; 50x189½ ft.; fireproof; pitch and gravel roof; reinforced concrete floors; steam heat; electric lighting; electric freight elevators 6x8 ft.; construction begins June 1.

Ark., Fort Smith.—W. J. Echols Co. is having plans prepared by A. Klingensmith, Fort Smith, for warehouse; 4 stories and basement; 120x130 ft.; brick; stone trim; mill construction; cost \$100,000; Hedrick & Huff, structural engineers, Interstate Bldg., Kansas City, Mo.

D. C., Washington.—Woodward & Lothrop, Inc., opens bids May 25 to erect building for shop and delivery-room; triangular shape; steel or concrete frame; brick walls; slag roof; hollow-tile or reinforced floors; heat and light from central plants; cost \$55,000; C. L. Harding, Archt., 729 15th St. N. W., may be addressed. (Lately noted.)

Ga., Athens.—Hodgson Oil Co. will erect warehouse.

Ga., Jasper.—Chas. W. McHan will erect warehouse and stable.

Ga., Ty Ty.—Ty Ty Plant Co., Charles Bowman, Mgr., will erect sweet-potato warehouse; capacity 32,000 bu.

Ky., Owensboro.—Field Brothers will double capacity of loose-leaf tobacco warehouse.

Ky., Frankfort.—Hutchinson Lumber Co. will erect warehouse; cost \$10,000.

Ky., Paris.—Independent Tobacco Warehouse Co. will increase capital stock from \$25,000 to \$50,000.

Md., Frederick.—Casper E. Cline will erect building for furniture warehouse; 31x150 ft.; brick; flat roof; construction begins about July 1.

Mo., St. Louis.—Bemis Bros. Bag Co. will erect addition to and alter office and warehouse; cost \$60,000.

Tex., Galveston.—H. Nussbaum will erect cotton warehouse; frame, with concrete fireproof walls; tar and gravel roof; cost \$25,000.

Tex., Port Arthur.—Adams & Gorin open bids May 26 to erect warehouse; 100x140 ft.; 2 stories; reinforced concrete; built-up roof; cost \$40,000; elevators, \$3000; H. C. Mauer, Archt., Beaumont, Tex., may be addressed. (Lately noted.)

Tex., San Antonio.—Elliott Jones & Co., 406 Frost Bldg., Incptd. with \$300,000 capital by Elliott Jones, Presd.-Gen. Mgr.; E. O. Garrett, Secy.-Treas.; will erect warehouse and office building; cost \$20,000.

Tex., San Angelo.—Crowther Hardware Co. will erect warehouse; 90x100x176x120 ft.; brick; composition roof; wood floors; cost about \$12,000; elevators, \$250; construction begun. (Lately noted.)

and concrete; cost \$65,000; Neff & Thompson, Archts., Seaboard Bank Bldg. (Lately noted.)

Bank and Office.

Ark., Little Rock.—Lasker Brothers let contract to W. F. Ault to erect store and office building. (See Stores.)

D. C., Washington.—Liberty Savings Bank let contract at \$61,843 to Samuel J. Prescott Co., Inc., 814 13th St. N. W., to erect building at 15th and I Sts.; 24.8x139.1 ft.; limestone exterior; wall-bearing brickwork; concrete floors; Johns-Manville roof; interior equipment and burglar-proof vaults will make total cost \$100,000; Holmes & Winslow, Archt., 110 W. 40th St., New York. (Lately noted.)

D. C., Washington.—Liberty Savings Bank let contract to Samuel J. Prescott & Co., 814 13th St., to erect bank building at 15th and I Sts.; 1 story and mezzanine; 25x130 ft.; Italian renaissance style; Indiana limestone; cost \$100,000; Holmes & Winslow, Archts., 110 W. 40th St., New York. (Lately noted.)

D. C., Washington.—Merchants' Bank, P. A. Drury, Pres., 1415 G St., will alter building; Indiana limestone; lower first floor to street level, remove second floor; provide mezzanine balcony; install vault in basement, etc.

Ky., Munfordsville.—National Bank of Munfordsville let contract to Wm. Applegate, Glasgow, Ky., to erect bank building; 3 stories; 30x60 ft.; brick and tile. (Lately noted.)

Miss., Indianola.—W. C. Stout, Meridian, Miss., has contract to erect office building.

Mo., Gideon.—Gideon-Anderson Lumber Co. let contract to erect store and bank building. (See Stores.)

Mo., Hallsville.—Bank of Hallsville let contract to Stewart Brothers, Columbia, Mo., to erect building; 1 story; 52x70 ft.; brick; cost \$9750; E. Chamberlin, Archt., Centralia, Mo.

Mo., St. Louis.—Tower Grove Bank, John Schmoll, Pres., let contract to erect bank and office building at Grand Ave. and Hartford St.; 55x100 ft.; 2 stories and basement; fireproof; reinforced concrete; vault to contain 5000 safety deposit boxes; cost \$150,000; Leonard Haeger, Archt., 354 Utah Place. (Previously noted.)

Mo., St. Louis.—Night & Day Bank, H. H. Hoenschlid, Pres., 518 Olive St., let contract to A. C. Nolan, Times Bldg., to alter and erect addition to store building for bank; 1 story and mezzanine; cost \$20,000; Hoenschlid & Pearce, Archts., Odd Fellows' Bldg.

Okl., Tulsa.—Oklahoma Iron Works let contract to W. H. Horster, Exchange Natl. Bank Bldg., to erect office building; 2 stories; 46x48 ft.; cost \$16,000; H. H. Mahler, Archt., Nebraska Bldg.

Tenn., Sevierville.—Purity Drug Co., Inc., let contract to erect drug store and office building. (See Stores.)

Tex., Eastland.—First State Bank let contract to Holmboe Company, Oklahoma City, to erect building lately noted; 50x120 ft.; 6 stories; fireproof; tar and gravel roof; reinforced concrete floors; steam heat; electric lighting; elevator; cost \$135,000; Henry T. Phelps, Archt., San Antonio. Address Contractor. (See Machinery Wanted—Building Material.)

W. Va., Holden.—Island Creek Coal Co. let contract to erect store and administration building. (See Stores.)

Churches.

Ala., Gadsden.—Church of the Holy Comforter, Otto Agricola, Chrmn. Committee, let contract to W. T. Christopher for brick and stone work on building; tapestry brick; Bedford limestone trim; hot-air heat; cost \$15,000; A. D. Simpson, Archt. (Previously noted.)

Ark., Little Rock.—First Church of Christ, Scientist, let contract to Wm. Peterson to

BUILDING CONTRACTS AWARDED

Apartment-Houses.

Fla., Miami.—W. Chapman Plumbing Co., 1512 12th St., let contract to A. J. Gannon, 1621 11th St., to erect apartment-house at 519 12th St.; 3 stories and basement; 25x110 ft.; concrete and cement blocks; composition roof; wood floors; cost \$20,000; Geo. O. Holmes and E. A. Ehmann, Archts., 135 E. Bay St., Jacksonville. (Lately noted.)

Ga., Atlanta.—Harold McKenzie let contract to Mackle Construction Co. to erect apartment-house at Peachtree Road and Brookwood; 3 stories; 120-ft. front, 140-ft. rear, 195 ft. long; 24 apartments; cream press brick and hollow tile; green tile roof; cost \$175,000; also erect 24 garages.

Ky., Lexington.—Mrs. J. W. Smith has plans by and let contract to S. F. McCormick Lumber Co., Lexington, to erect apartment-house; 2 stories and basement; 44x80 ft.; 13-inch brick walls; built-up roof; cost \$25,000; steam heat, \$2500.

Md., Baltimore.—A. T. Carozza let contract to H. D. Watts Co., Garrett Bldg., to erect apartment-house at Lake Drive and Linden Ave.; 8 stories; 65x12 ft.; fireproof; concrete, steel and brick; marble and ornamental brick trimmings; slag roof; terra-cotta, hollow-tile interior construction; marble, terrazzo, composition and hardwood floors; 5 suites on each floor; steam heat; elevators; provide ser-

vants' quarters and storage space; cost \$500,000; Edward L. Palmer, Archt., 513 N. Charles St. (Lately noted.)

Mo., Kansas City.—J. C. Leyser, 629 Reserve Bank Bldg., let contract to Breyfogle Brothers, Victor Bldg., to erect apartment-house; 3 stories and basement; 43x140 ft.; 36 suites; cost \$50,000; J. G. Brecklein, Archt., Victor Bldg. (Previously noted.)

Mo., Kansas City.—Mrs. E. Klein let contract to Hoffman Brothers to erect apartment-house at Linwood Blvd. and Chestnut St.; 4 stories; 62 apartments; cost \$150,000; Greenbaum & Hardy, Archts.

Okl., Oklahoma City.—Charles W. Gunter, 901 Colcord Bldg., let contract to C. E. Hoffman to erect apartment-house at 22d and Olive Sts.; 45x55 ft.; brick; shingle roof; cost \$15,000. Address Owner. (Lately noted.)

Okl., Ponca City.—M. England let contract to F. O. Keck, Ponca City, to erect store and apartment building. (See Stores.)

Va., Richmond.—Max E. Ruehrmund let contract to American Construction Co., Allison Bldg., to erect apartment-house on Park Ave.; 3 stories; 50x67 ft.; 9 suites; cost \$25,000. (Lately noted.)

Va., Norfolk.—O. B. McLean, Dickson Bldg., let contract to Nugent-Price Construction Co., 121 Tazewell St., to erect apartment-house on Westover St.; 3 stories; 54x112 ft.; brick

erect building at 20th and Louisiana Sts.; 50x100 ft.; brick; tile roof; wood floors; cost \$25,000; steam heat, \$2000; electric lighting, \$200; John P. Almand, Archt., 1105 Boyle Bldg., may be addressed.

Miss., Indianola.—First Baptist Church let contract to W. C. Stout, Meridian, Miss., to erect parsonage.

Mo., Blodgett.—Methodist Episcopal Church South let contract to N. P. Brown, Sikeston, Mo., to superintend construction of building; composition roof; joist floor construction; steam heat; Delco lighting; cost \$15,000; Lindsay Architectural Co., Archt., Sikeston; owner purchases material and construction by day labor. Address Chas. Stubbs, Chrmn. Building Committee, Blodgett.

N. C., Greensboro.—Spring Garden Methodist Church let contract to W. B. Hunt, Pleasant Garden, N. C., to erect building; 57x84 ft.; rough-texture brick; slate roof; wood floors on steel "I" beams; steam heat; electric lighting; cost \$40,000; Harry Barton, Archt., Greensboro. (Lately noted.)

S. C., McCormick.—Baptist Church, Rev. Laurin H. Gardner, let contract to erect building; cost \$20,000.

Va., Norfolk.—Spurgeon Memorial Baptist Church let contract to C. F. Field, 1307 48th St., to erect Sunday-school building; brick; stone trimmings; composition and slate roof; pine floors; cost \$24,000; steam heat, about \$2500; electric lighting, \$500; heating and plumbing not awarded; H. L. Cain, Archt., Richmond. Address Contractor. (Lately noted.)

City and County.

Fla., Miami—City Hall.—City let contract to O. M. Callahan to erect annex to city hall; 24x60 ft.; concrete walls; composition asphalt roof; electric lighting; cost \$10,600; A. E. Lewis, Archt. Address Contractor or City Auditor. (Lately noted.)

Tex., San Augustine.—Jail and Office.—County Commrs. let contract to erect building for jail and offices of county clerk; 2 stories; brick and concrete.

Courthouses.

Mo., Jefferson City.—Cole County voted \$100,000 bonds to rebuild and refurnish courthouse for which Louis G. Schell, Moreau Drive, Jefferson City, is general contractor; F. B. Miller, Archt., Central Trust Bldg. (Previously noted.)

Tex., Fairfield.—Freestone County let contract to W. M. Rice, Amarillo, Tex., to erect courthouse; 75x100 ft.; 3 stories and basement; reinforced concrete and brick; fireproof; tarred felt, pitch and gravel roof; concrete slab floor construction with tile and cement finish; cost \$130,000; W. R. Kaufman, Archt., Amarillo. (Lately noted.)

Okla., Woodward.—Treasury Department, Jas. A. Wetmore, Acting Supervising Archt., Washington, let contract to Henry Hatfield Construction Co., Indianapolis, Ind., to erect postoffice and courthouse. (See Government and State.)

Dwellings.

Ala., Montgomery.—Greson Construction Co. is reported to have contract to erect ten 5-room dwellings in Riverside, North Montgomery.

Ark., Little Rock.—A. Froug let contract to Thalman & Reed to erect residence at Center and 18th Sts.; 42x50 ft.; 2 stories and basement; garage and servants' quarters 22x42 ft., 1 story; brick veneer; concrete foundations; granite columns and porches; Spanish tile roof; hardwood floors; electric lighting; cost \$25,000; hot-water heat, \$12,000; Thompson &

Harding, Archts.; all sub-contracts let. (Lately noted.)

D. C., Washington.—H. Wilson, 3542 Albermarle St., let contract to A. Jeffrey, 1606 Lawrence St. N. W., to erect residence at 2809 Porter St. N. W.; 2 stories; 34x28 ft.; cost \$10,000.

Ky., Louisville.—Consolidated Realty Co. has plans by and let contract to General Construction Co., 401 Intersouthern Bldg., to erect dwellings at 1630-34 Windsor Place; 35x38 ft.; 2 stories and attic; frame and brick veneer; tile roof; wood floors; hot-air heat; electric lighting; cost \$7000 each. (Lately noted.)

Ky., Paducah.—John Rehkopf let contract to G. W. Katterjohn Construction Co., Paducah, to erect residence; 2 stories; pressed brick; Spanish tile roof; oak floors; 9 rooms and solarium; plans by D. Harry Jamieson, Paducah, who will supervise construction. (Previously noted.)

Md., Chevy Chase.—Harry A. Gardner let contract to G. A. Langley, 310 12th St. N. W., Washington, to erect residence; 2 stories; 44x27 ft.; Atkinson & White, Archts., 818 Connecticut Ave.

Md., Hyattsville.—Roscoe Bruce let contract to A. Jeffrey, 1606 Lawrence St. N. W., Washington, D. C., to erect residence; 2½ stories; cost \$10,000.

Miss., Clarksdale.—Blouin & Company let contract to Jesse Harrington, Clarksdale, to erect 2 bungalows; cost \$10,000; Johnson-Harlow Lumber Co., Clarksdale, has contract for material.

Miss., Clarksdale.—Ferd Rodgers let contract to Williams & Williams, Clarksdale, to erect residence; cost \$16,000; Johnson-Harlow Lumber Co., Clarksdale, has contract for material.

Mo., Kansas City.—Dr. R. L. Sutton, Lathrop Bldg., let contract to Long Construction Co., Rialto Bldg., to erect proposed residence; 2 stories and basement; 38x50 ft.; brick; stone trim; cost \$35,000; Van Brunt & Hertz, Archts., Reliance Bldg.

Okla., Tulsa.—Pauline Turk, 15th and Cincinnati Sts., let contract to T. Dahlstrom, Turner Bldg., to erect duplex residence at 210 E. 15th St.; 2 stories; 30x38 ft.; frame; shingle roof; cost \$10,000. (Lately noted.)

Okla., Tulsa.—C. Bentley, 1094 W. 20th St., let contract to Charles E. Huffman, 1636 W. 8th St., to erect residence at 20th and Hudson Sts.; 2 stories and basement; 38x42 ft.; cost \$10,500.

S. C., McCormick.—L. N. Brown let contract to erect residence.

S. C., York.—J. S. Mackorell let contract to W. T. Beanguard, Clover, S. C., to erect residence; L. P. Waldrop Co., Rockhill, S. C., has contract for plumbing.

Tenn., Chattanooga.—Herman Pechman let contract to J. C. Setliff to erect 21 dwellings in Highland Park; composition shingle roofs; hardwood floors; furnace heat; electric lighting; cost \$115,000; W. H. Sears, Archt., Jones Bldg. (Lately noted.)

Tex., Abilene.—Eugene Sellars let contract to erect dwelling; cost \$25,000.

Tex., Paris.—W. B. Wise let contract to erect residence; 2 stories and basement; brick and stucco; cost \$25,000; Curtis & McCrackin, Archts., Paris. (Lately noted.)

Va., Alexandria.—J. D. Knight, 527 S. Fairfax St., has contract to erect 24 dwellings in Rosemont; tile construction; Jas. A. Clark, Archt. Address Mr. Knight. (See Machinery Wanted—Building Material; Plumbing; Heating.)

Va., Alexandria.—Geo. H. Rucker and Morgan L. Johnston, Clarendon, Va., let contract to J. D. Knight, 527 S. Fairfax St., to erect 24 dwellings in Rosemont sub-division; 6 to 8 rooms and bath; tile; composition shingle

roofs; wood floors; pipeless furnaces; electric lighting; cost \$175,000; Jas. A. Clark, Archt., 307 N. Columbus St.; construction begun. Address Contractor. (See Machinery Wanted—Building Material; Plumbing; Heating.)

Government and State.

Ky., Frankfort.—State Board of Control let contract to Alfred Struck Co., Louisville, to erect congregate dining-room at Kentucky Institution for Feeble Minded Children; 120x50 ft.; brick; tin roof; concrete floor; cost \$20,700; Joseph & Joseph, Archts., Atherton Bldg., Louisville.

Okla., Woodward.—Postoffice and Courthouse, Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, let contract at \$44,398 to Henry Hatfield Construction Co., 120 S. Meridian St., Indianapolis, Ind., to erect postoffice and courthouse. (Lately noted.)

S. C., Paris Island.—Barracks, Storehouse, etc.—Bureau of Yards and Docks, C. W. Parks, Chief, Navy Dept., Washington, D. C., let contract to Newport Contracting & Engineering Co., Newport News, Va., to erect 16 buildings at marine barracks lately noted, including 2 barracks, crewhouse, 6 outbuildings, storehouse, officers' quarters, work shop, washhouse, cellhouse, bakery, etc.; wood frame, except store at main station which shall have roof and sidewalls covered with galvanized corrugated sheet steel; electric lighting; steam heat; specifications No. 1355. (See Machinery Wanted—Building Material; Lumber; Plumbing; Heating; Electrical Work.)

Va., Cape Charles.—Lighthouse.—Lighthouse Inspector, Baltimore, let contract at \$7865 to W. R. Taylor, Norfolk, to construct Cherry-stone Bar Lighthouse.

Va., Hampton Roads.—Storehouses.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C., let contract to Geo. E. Wynne, Home Life Bldg., Washington, D. C., to erect storehouse; also let contract to H. F. Friedstedt Co., Chicago, to erect 2 storehouses.

Hotels.

Ky., Lexington.—Victor K. Dodge, J. S. Ward and associates let contract to Mason & Hanger Co. to erect hotel at East Main St. and Union Station viaduct; 12 stories and basement; 100x107 ft.; 212 rooms; 85 per cent. with bath; fireproof; steel and concrete; ballroom; sample room; mezzanine floor; barber shop in basement; 1 passenger and 1 freight elevator; C. C. and E. A. Weber, Archts., Cincinnati. (Lately noted.)

Mo., Joplin.—Connor Company let contract to S. Greenwell to erect building in rear of hotel; contain 3 business-rooms and hotel laundry; cost \$25,000; Thos. Connerford has contract for plumbing.

Tex., Eastland.—C. U. Connelley and J. N. Graves let contract to Holmboe Company, Oklahoma City, to erect hotel lately noted; 100x85 ft.; 7 stories; reinforced concrete; tar-paper roof; reinforced concrete floors; steam heat; electric lighting; 2 elevators; cost \$250,000; Henry T. Phelps, Archt., San Antonio. Address Contractor. (See Machinery Wanted—Building Material.)

Hospitals, Sanitariums, Etc.

N. C., Raleigh.—State let contract to J. E. Bonman, Raleigh, to erect institutional kitchen, dining-rooms, etc., at State Hospital for Insane; fireproof; Barrett specification roof; concrete floors; cost about \$60,000; Harry Barton, Archt., Greensboro, N. C. (Lately noted under Government and State.)

Miscellaneous.

Ala., Fairhope.—Library Building.—Colony Library Assn. let contract to M. Dyson, Fairhope, to erect addition to library building; concrete covered with stucco.

Va., Lynchburg.—Cafeteria.—Craddock-Terry Co. let contract to John P. Pettyjohn & Co. to erect additional story on Southland shoe factory for cafeteria; recreation-room, shower bath, infirmary and restrooms; let contract to J. W. Holt for cafeteria equipment; Stanhope S. Johnson, Archt., People's Bank Bldg.

Schools.

Ark., Batesville.—Arkansas College Trustees let contract to erect dormitory.

Ga., Cedartown.—J. K. Davis, H. A. Edwards and E. L. Henderson, building committee, let contract to W. J. Beeland, Macon, Ga., to erect school building; cost \$17,937.

Ark., Fort Smith.—Board of Education let contract to T. T. Reddick to erect school building at Lecta and Hardy Aves.; 1 story; brick; 6 rooms; cost about \$35,000. (Lately noted.)

Ky., London.—Sue Bennett Memorial School let contract to C. J. Sepple, London, to erect building for school and chapel; 58x110 ft.; brick and frame; asphalt shingle roof; wood floors; gravity system of steam heat; electric lighting; cost \$45,000; John H. Ryno, Archt., Knoxville, Tenn. (Lately noted.)

Md., Rockville.—Georgetown University, Washington, D. C., let contract to F. H. Karn, Rockville, to erect dormitory and gymnasium near Rockville; 43x110 ft.; frame and stucco; asphalt shingle roof; wood floors; steam heat; electric lighting; cost \$18,000; Marsh & Peter, Archts., 529 13th St., Washington. Address Contractor. (Lately noted at D. C., Washington.)

Miss., Charleston.—City let contract to R. H. Byrd & Co., 218½ N. 21st St., Birmingham, Ala., to erect high-school building; 115x60 ft.; and cement floors; cost \$66,513; steam heat, \$400; lighting, \$1500; heating, plumbing and wiring to be let later; P. J. Krouse, Archt., Meridian, Miss. (Lately noted.)

Mo., Columbia.—University of Missouri let contract to Davis & Phillips, 1007 Park Ave., to erect building for school of journalism lately noted; 61x95 ft.; brick, stone and hollow tile; slate and composition roof; fireproof floors; cost \$75,000; steam heat, \$6000; electric lighting, \$2200; James P. Jamieson, Archt., 900 Security Bldg., St. Louis. Address Contractors. (See Machinery Wanted — Hoist, Electric.)

Mo., Kansas City.—Board of Education has plans by Chas. A. Smith, Finance Bldg., for addition to Gladstone School; 3 rooms; cost \$12,000; Arthur G. Harber, Contr.

Okla., Chickasha.—State Board of Public Affairs, Oklahoma City, let contract at \$142,898 to Kreipe-Schafer Construction Co., El Reno, Okla., to erect dormitory at Oklahoma College for Women and home for superintendent.

Okla., Ponca City.—Board of Education. George Brett, Prest., let contract to J. C. Ibach to erect high-school building; 1 story and part basement; 148x93 ft.; brick and stone; tar and gravel and tile roof; cost \$60,000; Layton & Smith, Archts., Majestic Bldg., Oklahoma City; let contract for heating and plumbing to Koller Hardware Co., Ponca City. (Previously noted.)

Okla., Tuttle.—Board of Education, R. S. Langrum, Clk., let contract to Wheatland Grain & Lumber Co., Chickasha, Okla., to erect high-school building; 75x125 ft.; 1 story and basement; brick and stone; tar and gravel roof; cost \$25,000; Tonini & Bramblett, Archts., Terminal Bldg., Oklahoma City. (Previously noted.)

Okla., Whitebread.—Board of Education let contract to G. C. Frier, Sulphur, Okla., to erect school building; 2 stories; 44.8x70.2 ft.; cost \$14,000; Jewel Hicks, Archt., 19½ W. Main St., Oklahoma City.

Tex., Abilene.—Simmons College, D. H. Mansell, Bursar, let contract to A. O. Harvey, Fort Worth, to erect science building; 16 classrooms, library and offices; brick; flat roof; concrete floors; gas heating with pipes for steam; electric lighting; cost \$83,000; David S. Castle, Archt., Abilene. (Lately noted.)

Tex., Beaumont.—Rosedale Independent School Dist. let contract to D. W. Steinman & Sons, Beaumont, to erect school building 5 mi. from Beaumont; cost \$30,000.

Tex., Beaumont.—School Board let contract at \$78,539 to Herman Weber, Beaumont, to erect 12-room annex to high school; let contract to Ed. E. Eastham, Beaumont, for plumbing. (Previously noted.)

Va., Norfolk.—City School Board let contract to R. R. Richardson & Co., Inc., to erect school building on Virginia Ave., Colonial Place; 180x107 ft.; fireproof; brick and concrete; gravel roof; terrazzo and wood floors; cost \$150,000; heating under separate contract; Peebles & Ferguson, Archts. (Lately noted.)

W. Va., Montgomery.—Board of Education Kanawha School Dist. let contract to Charleston Concrete Construction Co., Charleston, W. Va., to erect school building on Fourth Ave.; 88x128 ft.; 2 stories and basement; brick, stone, concrete and tile; built-up roof; concrete and wood floors; electric lighting; heating not determined; cost \$92,000; A. F. Wysong, Archt., Princeton, W. Va. Address Contractor. (Lately noted.)

Stores.

Ala., Gadsden.—Will R. Wood of Belle Theater let contract to W. H. Mayhew to erect 2 brick store buildings; 1 story; 25-ft. frontage.

Mo., Bertrand.—S. B. Hardwick let contract to L. W. Peters, Murphysboro, Ill., to erect business building; 2 stories; 40x100 ft.; cost \$15,000; plans by Lindsay Architectural Co., Sikeston, Mo.

Ark., Calico Rock.—J. B. Croom let contract to Mr. Medley, Cotter, Ark., to erect building for hardware store; 60x70 ft.; concrete blocks; composition roof; concrete floors; heating and lighting not decided; cost, without equipment, \$7000. (Previously noted.)

Ark., Little Rock.—Lasker Brothers let contract to W. F. Ault to erect store and office building; 2 stories; brick; cost \$25,000; first floor to be occupied by Epstein Mercantile Co.; offices on second floor. (Previously noted.)

Ark., Marianna.—Jarrett & Sons let contract to Jennings & Samuel to erect store building on Poplar St.; 52x123 ft.; 1 story; brick; tar and gravel roof; concrete floor construction; electric wiring; cost \$13,000; Mann & Gatling, Archts., Scimitar Bldg., Memphis, Tenn. (Lately noted.)

D. C., Washington.—H. Zirkin let contract to Frank L. Wagner, 1413 H St. N. W., to erect store building, 821 14th St. N. W.; 5 stories and basement; 25x100 ft.; cost \$25,000; Geo. Hale, Archt., 390 Ingomar St.

D. C., Washington.—A. Chandler let contract to M. Gumerick, 1124 5th St. N. W., to erect store building on North Capitol St.; 1 story; 45x100 ft.; cost \$25,000; A. S. J. Atkinson, Archt., 3801 Malcolm St.

Ga., Augusta.—Maxwell Brothers let contract to Seibert & Robinson to erect 4-story brick store and 1-story extension at Broad and 12th Sts.; cost \$30,000.

Ga., Vidalia.—Tanner-Brice Co. let contract to John T. Ragan & Co. to erect brick store building. (Lately noted.)

Md., Baltimore.—National Piano Co. let contract to Frank Hubbard, 1109 Madison Ave., to alter and erect additions to building at 322-24 N. Howard St. for show and salesrooms; elevators; Blanke & Zink, Archts., 213 N. Calvert St.

Mo., Gideon.—Gideon-Anderson Lumber Co. let contract to Gerhardt Construction Co., Cape Girardeau, Mo., to erect store and bank building; 100x115 ft.; brick, steel and wood; tar and gravel roof; wood and tile floors; small hand-power elevator; cost \$40,000; Will Levy, Archt., Wright Bldg., St. Louis. Address Contractor. (Lately noted.)

Mo., Joplin.—Dubuque Realty Co., 503 Main St., let contract to C. A. Dieter Construction Co. to erect building on Virginia Ave. for storerooms and warehouse; 3 stories; 104x120 ft.; concrete and brick; tar and gravel roof; partially heated from adjoining building; electric elevator; elevator, fire doors and plumbing under separate contracts; cost \$50,000; C. H. Sudhoelter, Archt., 215 W. 9th St. (Lately noted.)

Okla., Oklahoma City.—John W. Lee, Marquette Hotel, let contract to R. M. Crissman, 2230 W. 13th St., to erect building at California and Harvey Sts.; 3 stories and basement; 50x140 ft.; cost \$35,000.

Okla., Ponca City.—M. England let contract to F. O. Keck, Ponca City, to erect store and apartment building; cost \$30,000; let contract for masonry to A. Hills, Ponca City; heating and plumbing to E. Hamilton, Winfield, Kan.; Jenkins Hixse, Archt., Ponca City.

Tenn., Knoxville.—J. G. Sterchl let contract to J. M. Dunn & Son to erect store building at Wall Ave. and Walnut St.; 52x150 ft.; 3 stories; brick; Carey roof; floors of mill construction; cost about \$30,000; hand elevator, \$2500; R. F. Graf & Sons, Archts. (Lately noted.)

Tenn., Sevierville.—Purity Drug Co., Inc., let contract to A. R. McMurry, Knoxville, to erect drug store and office building; 27x44 ft.; 3 stories; brick; composition roof; hardwood floors; winding stairways; cost \$13,000; steam heat \$3000; lighting \$750; sidewalks \$150; J. H. Ryno, Archt., Knoxville; construction begun. (Lately noted.)

Tex., Fort Worth.—W. C. Stripling let contract to W. C. Hedrick Construction Co., Dallas, to erect 4-story addition to store building; 125 ft. frontage; Sanguinet & Staats, Archts., Fort Worth.

Tex., San Antonio.—J. C. Ivey let contract to J. De Puy, 616 Bedell Bldg., to erect store building; 60x60 ft.; hollow tile; cost \$10,000; Chas. Boelhaewe, Archt., 315 Bedell Bldg.

Va., Lynchburg.—J. J. Fallon, 725 Main St., has plans by Stanhope S. Johnson, 604 People's Bank Bldg., to remodel flower store; install show windows, tile floors, refrigerator, electric-light fixtures, mirrors, woodwork, decorating, etc.; Hamilton Brothers, Contrs.

Va., Norfolk.—M. E. Stern, 308 Washington St., has plans by and let contract to A. M. Johnson, Arcade Bldg., to alter and erect addition to store building; 3 stories; 42x81 ft.; brick and concrete frame; gravel roof; wood floors; electric lighting; electric elevator; cost \$18,000.

W. Va., Holden.—Island Creek Coal Co. let contract to McNulty Co., Huntington, W. Va., to erect store and administration building; 68x110 ft.; brick; composition roof; wood floors on steel girder supports; heat and light from central plant; cost \$55,000; electric elevator, \$2500; W. B. Smith, Archt., Huntington. (Lately noted.)

Theaters.

Ala., Bessemer.—Snider & McConnell have plans by and let contract to W. L. Coston, Box 123, to erect building for opera and air-dome; 140x150 ft.; brick and hollow tile; com-

position pitch and gravel roof; cement and tile floors; cost \$15,000. (Lately noted.)

Ark., Fort Smith.—Leon Williams will erect theater on South 9th St.; 78x140 ft.; cost \$50,000; contract let.

Tex., Eastland.—C. U. Connelley and John N. Graves let contract to Holmboe Company, Oklahoma City, Okla., to erect theater; cost \$60,000. (Lately noted.)

W. Va., Wheeling.—Thos. H. Halpin, 1140 Broadway, has plans by F. F. Faris, Schmulbach Bldg., for remodeling theater at 1228-30 Market St.; 3 stories; 60x100 ft.; increase seating capacity from 800 to 1300; extend to adjoining room and install front; cost \$30,000; let contract for carpentry to Lee Woods; brick work. W. W. Bodley, 2107 Coff St. (Lately noted.)

Warehouses.

Ala., Troy.—Murphee Warehouse Co., W. T. Ogletree, Mgr., let contract to P. F. Hanchey Co. to erect warehouse. (Previously noted.)

Md., Baltimore.—Piedmont-Mount Airy Co. let contract to Charles L. Stockhausen Co., Gay and Water Sts., to erect warehouse; brick and concrete; cost \$24,000.

Mo., Joplin.—Dubuque Realty Co. let contract to erect store and warehouse. (See Stores.)

N. C., Winston-Salem.—Thos. Pepper and others let contract to J. H. Kennerly to erect tobacco warehouse; 40,000 ft. floor space; 100x200 ft.

Tex., Dallas.—Dallas Transfer Co., E. D. Balcone, Pres., let contract to W. E. Hedrick Construction Co., Dallas, to erect 10-story rein-

forced concrete storage and warehouse building; 200,000 ft. floor space; equipped with elevators, sprinkler system, fire alarm, package conveyors, combination lock doors, etc.

W. Va., Mullens.—Mullens Grocery Co., Inc., let contract to D. J. Phipps, Roanoke, Va., to erect warehouse; 120x150 ft.; 3 stories and basement; concrete foundation; brick walls; mill construction; built-up roof; wood floors finished in maple; cost \$30,000; Frye & Pettit, Archts., Roanoke; elevators not in contract; nearly all sub-contracts closed. Address Contractor. (Lately noted.)

W. Va., Mullens.—Roanoke Grocery & Milling Co., Roanoke, Va., let contract to D. J. Phipps, Roanoke, to erect warehouse; 3 stories; 150x150 ft.; brick and concrete; cost \$50,000; Frye & Pettit, Archts., McBain Bldg., Roanoke. (Previously noted.)

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Bending Rolls.—T. Murphy Iron Works, Jacksonville, Fla.—Bending rolls for ½-in. plate; at least 6 ft. between housings; drop-end housings; first-class condition; quote full description, weight and shipping point.

Boiler.—Norton Machinery Co., 6th and Baymiller Sts., Cincinnati, Ohio.—72x18 high-pressure tubular boiler with stack; must be allowed 100 lbs. in Ohio.

Boiler.—Treasury Dept., Supervising Architect Office, Washington.—Bids until June 16 to furnish new boiler, etc., in U. S. Customhouse at Cairo, Ill.; plans from Supervising Architect and Custodian at Cairo.

Boilers.—V. Chase, Waynesville, N. C.—Correspondence with manufacturers of boilers for sawmills.

Boilers (Water Tube).—Mississippi River Dredging Dist., Memphis, Tenn.—Bids until June 20 to furnish and deliver 3 water-tube boilers for U. S. Dredge Kappa; information from Dist. Engr., Box 1017.

Boilers (Water-tube).—Treasury Dept., Supervising Architect Office, Washington.—Bids until June 16 to furnish 4 new water-tube boilers, etc., in U. S. custom-house and post-office at Cincinnati, Ohio; plans from Supervising Architect and custodian at Cincinnati.

Bridge Construction.—C. R. English, Secy. Board of Trade, Bonham, Tex.—Data and prices on steel bridge material and construction.

Bridge Construction.—Lowndes County Commrs., B. G. Lastinger, Clk., Valdosta, Ga.—Bids until June 16 to construct bridge across Withlacoochee River, 5 mi. from Valdosta; work includes 40 cu. yds. dry excavation; 155 cu. yds. wet excavation; 1240 ft. wood piles; 580 ft. creosoted piles; 3720 ft. 14x14 in. reinforced concrete piles; 812 ft. 10x10-in. reinforced piles; also concrete reinforcing steel, hog wire, rockers, plates, drains, metal tubes, etc.; plans and specifications on file at Commrs.' office, Valdosta; State Highway Engr., and J. B. McCrary Co., Project Engr., Atlanta, Ga.

Bridge Construction.—Boone County Commrs., Madison, W. Va.—Bids until May 30 to construct 2 bridges across Little Coal River, near Madison and Danville; superstructure only; separate bids on each bridge; alternate plans, prepared by contractor, will be accepted; S. E. Bradley, County Road Engr.

Bridge Construction.—Boone County Court, Madison, W. Va.—Bids until June 6 for superstructure of two steel bridges across Little Coal River; Madison bridge, two 105-ft. spans, and Danville bridge, two 126-ft. spans; plans and supervision by State Road Comsn., Charleston, W. Va.

Bridge Construction.—See Road Construction.

Bridge and Culvert Construction.—Cherokee County, Olin Fincher, Commr. of Roads and Revenues, Canton, Ga.—Bids until May 31 to construct reinforced concrete bridge over Little River, 2 mi. from Woodstock, Ga.; 2 concrete abutments; 3 concrete piers; 5 concrete pile bents; two 44-ft. and seven 20-ft. spans of beam type floor system, which contains 445 cu. yds. concrete and 67,745 lbs. steel; bids on 2 culverts; each consists two abutments, one 10 ft. and one 20 ft.; slab top type floor system, which contains 210 cu. yds. concrete and 4565 lbs. steel; separate bids on bridge and culverts; plans and specifications on file State Highway Engr., Atlanta, Ga.; Project Engr., Johnson & Morgan, 500 Forsyth Bldg., Atlanta.

Building Material.—Newport Contracting & Engineering Co., Newport News, Va.—Correspondence with firms in position to supply 650,000 ft. North Carolina pine lumber, sash and doors, window and door frames; builders' hardware, plumbing and heating supplies, ornamental iron work, electrical work in connection with erection of 16 buildings at marine barracks, Paris Island, S. C.

Building Material.—Holmboe Company, Oklahoma City, Okla.—Prices on building material for 6-story bank and office building at Eastland, Tex.; 50x120 ft.

Building Material.—B. F. Liddon, Corinth, Miss.—Prices on building material, elevator, plumbing and heating material, hardware and furniture for hotel.

Building Material.—Holmboe Company, Oklahoma City, Okla.—Prices on all building material for 7-story hotel at Eastland, Tex.; 100x95 ft.

Building Material.—J. D. Knight, 527 S. Fairfax St., Alexandria, Va.—Prices on material for millwork, cement, lime, plumbing fixtures, pipeless furnaces, patent plaster, paint, composition shingles and Creodipt shingles for 24 dwellings.

Building Material.—Paul Robinson, Roanoke Rapids, N. C.—Prices on building material, heating and ventilating, etc., for theater, store and office building.

Building Material.—Curtis & McCrackin, Paris, Tex.—Prices and samples of mottled slate roofing, promenade tile, mantel tile, tile and terra-cotta chimney caps, etc., for residence.

Cages (Bird).—L. L. Kirkpatrick, Box 273, Bristol, Tenn.—Names and addresses of bird-cage manufacturers.

Cars (Dump).—See Sand Plant.

Cars (Box and Flat).—Sikeston & South-eastern Railway Co., care of M. G. Gresham.

Citizens' Bank Bldg., Sikeston, Mo.—Prices on second-hand box and flat cars, also passenger coaches.

Casket Supplies.—B. B. McEntire, Columbia, S. C.—Casket cloth lining and handles.

Chocolate Equipment.—D. De Buck, Bernegham, near Ostend, Belgium.—Data and prices on equipment to manufacture 5000 lbs. chocolate daily.

Casket (Burial) Equipment.—C. W. Gary, Franklin, Va.—Data and prices on equipment and supplies for manufacture of caskets and coffins.

Chimney Caps.—See Building Material.

Cleaning Machinery.—George H. Leigh, E. Church St., Salisbury, Md.—Prices on second-hand machinery for steam and dry-cleaning establishment.

Coaches.—Federal Equipment Co., S. F. Perry, Pres., Diamond National Bank Bldg., Pittsburgh, Pa.—10 standard-gauge coaches; send specifications.

Corn Mill.—J. W. S. Bower, Lake and Main Sts., Muskogee, Okla.—Attrition mill for reducing corn-bran and screenings to fine meal feed.

Corn Mill Machinery.—Louisiana Crushing Co., 913 Commercial Bank Bldg., New Orleans, La.—Data and prices on machinery to manufacture cornmeal and grits, also to dry corn.

Cotton Cloth, etc.—Curlin Raincoat Co., W. C. Reed, Secy.-Treas., Hickman, Ky.—Correspondence with manufacturers of thread and cloth for raincoats.

Cotton Machinery.—Jas. W. Rugeley, Bay City, Tex.—Data and prices on equipment manufacturing aseptic cotton.

Cotton Cloth.—See Lighting Equipment, etc.

Crusher.—See Sand Plant.

Crusher.—Banner Elk & Elk Park Turnpike Co., Banners Elk, N. C.—To lease or rent portable rock-crushing outfit; jaw type, size 8x14 or 10x16 in.; complete with power, conveyor, etc.; prefer mounted on wheels; figure on skid outfit.

Electric Plant.—See Water-works and Electric Plant.

Electric Plant.—E. J. Martin, Supt, Masonic Home, Meridian, Miss.—Prices on electric-lighting plant for 300 lights.

Electrical Work.—See Building Material.

Elevator.—A. H. Woolridge, 16-17 Crow Bldg., McAllen, Tex.—Bids on hand-power, as well as electrical, elevator for hospital use; about 4 by 7 ft.

Elevator.—B. F. Liddon, Corinth, Miss.—Prices on electric passenger elevator for hotel.

Flanging Machine.—Crawford-Vaughan

Boiler & Locomotive Works. Birmingham, Ala.—McCabe pneumatic flanging machine; second-hand; first-class condition.

Emery Cloth Machinery, etc.—Compania Comercial Importadora, S. A., City of Mexico.—Data and prices on machinery to manufacture emery cloth and sandpaper.

Engines.—V. Chase, Waynesville, N. C.—Correspondence with manufacturers of engines for sawmill.

Excelsior Machinery.—Owen S. Robertson, Hillsboro, N. C.—Data and prices on excelsior machinery.

Fire Extinguishers.—A. L. Kley, Box 552, Lynchburg, Va.—Correspondence with manufacturers of fire extinguishers, suitable for residence use.

Fuel Economizer.—Comms. District of Columbia, 511 District Bldg., Washington, D. C.—Bids until June 9 to furnish and erect fuel economizer at District pumping station, 4th and Bryant Sts., N. W.; specifications, etc., from Purchasing Officer, 320 District Bldg.

Furniture.—R. F. Liddon, Corinth, Miss.—Prices on hotel furniture.

Gasoline Plant.—Gambler Oil Co., Billie Mayfield, Jr., Prest., 314 Scanlan Bldg., Houston, Tex.—Prices on large casinghead gasoline plant.

Grates (Chain-feed).—J. L. Neilson & Co., 602 Main St., Winnipeg, Man.—Prices on 2 or 4 chain-feed grates for 300 H. P. Babcock-Wilcox Boilers.

Heating.—See Building Material.

Heating and Plumbing.—Oklahoma State Board of Agriculture, F. M. Gault, Prest., Capitol Bldg., Oklahoma City, Okla.—Bids until June 2 for material and labor to install heating and plumbing in science hall building and armory and gymnasium building at Oklahoma Agricultural & Mechanical College; plans and specifications at office F. W. Redlich, Archt., Dept. of Architecture, Oklahoma Agricultural & Mechanical College.

Heating.—J. D. Knight, 527 S. Fairfax St., Alexandria, Va.—Prices on pipeless furnaces for 24 dwellings.

Heating and Ventilating.—Paul Robinson, Roanoke Rapids, N. C.—Prices on heating and ventilating for theater, store and office building.

Hoist (Electric).—Davis & Phillips, 1007 Park Ave., Columbia, Mo.—Prices on wheelbarrow hoist, electric power reversible.

Hydrants (Fire).—Comms. District of Columbia, Washington, D. C.—Bids until June 5 to furnish Water Dept. with 100 low-pressure fire hydrants; specifications, etc., from Purchasing Officer, 320 District Bldg.

Lighting Equipment, etc.—P. Mauduit, 65 Rue Sadi-Carnot, Alger, Algeria.—Correspondence with manufacturers and catalogs of following: Lighting apparatus; hardware; household articles and furniture; iron or steel beds; spring mattresses; oilcloth; linoleum; economy linen; paints and varnishes; bleached, unbleached colored and printed cotton; conserves and condensed milk (sweetened or unsweetened).

Locomotive.—See Sand Plant.

Locomotive (Gasoline).—Green Rock Coal Co., H. D. Foster, Prest.-Mgr., Riceville, Ky. Prices on 6-ton gasoline locomotive; 36-in. gauge and 54 in. high.

Locomotive.—Sikeston & Southeastern Railway Co., care of M. G. Gresham, Citizens' Bank Bldg., Sikeston, Mo.—Prices on second-hand locomotive.

Lumber.—Newport News Contracting & Engineering Co., Newport News, Va.—Correspondence with firms in position to supply

650,000 ft. North Carolina pine lumber. (See Building Material.)

Mattress Machinery.—Dixie Mattress Co., 1407 W. Main St., Richmond, Va.—Prices on equipment for making and filling silk floss mattresses.

Mica Plant.—Expert Prospecting & Development Co., Geo. H. Clark, Gen. Mgr., Jefferson County Bank Bldg., Birmingham, Ala.—Prices on small and complete mica-grinding plant.

Motors.—J. W. S. Bower, Lake and Main Sts., Muskogee, Okla.—Prices on 15 and 25 H. P. motors.

Motors.—Charlotte Electric Repair Co., care W. W. Hanks, Charlotte, N. C.—Prices on 125 H. P. and 200 H. P. motor, 220-440 or 550 volts, 800 or 900 R. P. M., 3-phase, 60-cycle, both with outboard tearings.

Paving.—City of Columbia, S. C., M. M. Rice, Supt. of Engineering and Streets.—Bids until June 3 to pave Assembly St. from Gervais to Taylor St.; 5000 ft. curbing; 17,000 sq. yds. paving with asphalt, bitulithic, vitrified or cement concrete; information from T. Keith Legare, Engr.

Paving.—City of Isola, Miss., J. E. Herron, Clerk.—Bids until June 3 to construct 4000 sq. yds. sidewalks; plans on file with K. S. Hutson.

Paving.—City of Farmville, Va.—Bids for 5000 yds. smooth paving on 3d St.; bonds voted.

Paving.—Town of Indianola, Miss., W. R. French, Clerk.—Bids until June 12 to construct 20,000 sq. yds. concrete pavement.

Paving.—Town of Daytona Beach, Fla., R. L. Selden, Clerk.—Bids until June 9 for 48,000 sq. yds. pavement, 30,000 sq. ft. sidewalk, 8400 ft. 5x16-in. concrete curb, and 15, 12, 10 and 6-in. sewer; 300 "Y" connections; 21 manholes and 31 catch-basins; plans from C. N. Rogers, Conslt. Engr., Daytona, Fla., and Town Clerk.

Paving Engineer.—Caldwell County Road Commn., J. L. Cottrell, Clk., Lenoir, N. C.—To engage engineer to draw plans and specifications for road work; \$250,000 bonds voted.

Pipe (Water).—Town of Indianola, Miss., W. R. French, Clerk.—Prices on 1000 to 5000 ft. of 4-ft. water mains.

Plumbing.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.—Bids until June 9 for changes to plumbing, etc., in Interior Dept. office building in accordance with specifications, copies of which are obtainable at office Chief Clerk, Interior Dept.

Plumbing.—See Building Material.

Plumbing.—See Building Material.—J. D. Knight.

Pumps and Screens.—See Sand Plant.

Pump.—Norton Machinery Co., 6th and Baymiller Sts., Cincinnati, Ohio.—12x7x10 duplex pump; Worthington preferred.

Pumping Plant.—Louisiana County Auditor, Wapello, Iowa, Muscatine-Louisia Drainage Dist. No. 13.—Bids until June 10 to construct steam-driven pumping plant containing 36-in. and 24-in. double suction centrifugal pump; bids also for building to house plant; information from Ellicott & Harman Engineering Co., Engrs., Peoria, Ill.

Rails.—See Sand Plant.

Rails.—Sikeston & Southeastern Railway Co., care of M. G. Gresham, Citizens' Bank Bldg., Sikeston, Mo.—Prices on second-hand rails.

Rails.—Toyah Valley Sulphur Co., M. J. Epley, Prest. and Gen. Mgr., 809 Hennen Bldg., New Orleans.—Prices on 60-lb. rails; second-hand; delivery at Orla, Tex.

Rails.—A. C. Tuxbury Lumber Co., Charleston, S. C.—To lease 40 to 60-lb. rail for 13-mi. railroad.

Railroad Equipment.—Ricardino A. s'Oliveira, Inhambane, Port. E. Africa.—Data and prices on second-hand material for construction of small-gauge railroad; orders by cable; view to representation.

Road Construction.—Poinsett County Commissioners, Road Improvement Dist. No. 3, Osceola, Ark.—Bids until June 2 to construct 25 mi. graded earth roads; 200,000 cu. yds. earth excavation; 20 acres clearing and grubbing; 5 ft. 36-in., 10 ft. 30-in., 15 ft. 24-in. and 32 ft. 18-in. pipe; 95 cu. yds. concrete in headwalls; bids for pipe on vitrified tile, concrete and corrugated iron; information from Pride & Fairley, Engrs., Osceola, Ark.

Road Construction.—Cameron Parish Commrs. of Road Dists., Nos. 3, 4 and 5, Cameron, La.—Bids until July 7 to construct highways; cost \$400,000; T. H. Mandell, Engr., Lake Charles, La.

Road Construction.—Gaston County Commrs., O. B. Carpenter, Clerk, Gastonia, N. C.—Bids until June 5 to construct 3 mi. road between Gastonia and Pleasant Ridge; 6-in. (penetration) rock foundation; width 18 ft.

Road Construction.—Construction Division of Army, Washington, D. C.—Bids until May 19 to construct 2 mi. 18-ft. concrete road between Yorkton and Lee Hall, Va.

Road Construction.—Fayette County Commrs., R. J. Stegall, Clerk, Fayetteville, W. Va.—Bids until June 5 to grade 3 mi. of County Highway from Fayette to Lansing; 45,000 cu. yds. excavation; plans and specifications on file with J. K. McGrath, Road Engr., Fayetteville.

Road Construction.—Mississippi County Commrs. of Dists. noted, Osceola, Ark.—Bids until June 2 to construct 12½ mi. graded earth road in following: Osceola and Little River Road Improvement Dist. No. 1, 90,000 cu. yds. earth excavation, 300 ft. 18-in., 600 ft. 24-in., 180 ft. 35-in. pipe; 75 mi. graded road in Luxora and Little River Road Dist. No. 2, 650,000 cu. yds. earth excavation, 3180 ft. 18-in., 1230 ft. 24-in. and 45 ft. 36-in. pipe; 26 mi. of graded earth roads in Burdette Road Improvement Dist. No. 3, 200,000 cu. yds. earth excavation, 20 ft. 18-in. and 30 ft. 24-in. pipe; 45 mi. graded earth roads in Road Improvement Dist. No. 5, 343,000 cu. yds. earth excavation, 1530 ft. 18-in. and 480 ft. 24-in. pipe; 20 mi. graded earth roads in Crown Road Improvement Dist. No. 2, 140,000 cu. yds. earth excavation, 35 ft. 18-in., 20 ft. 24-in. and 2 ft. 36-in. pipe; bids for pipe on vitrified tile, concrete and corrugated iron; information from Pride & Fairley, Engrs., Osceola, Ark.

Road Construction.—Summers County Commrs., H. Gwinn, Prest., Hintof, W. Va.—Bids until June 13 to construct 7 mi. of Class "A" road from Hinton to Jumping Branch; plans and specifications on file with County Clerk.

Road Construction.—Highway Comsn. of Utica Road Dist., Jackson, Miss.—Bids to construct 4.2 mi. of road between Natchez and Jackson, Hinds County; 2.5 mi. of clearing and grubbing; 25,000 cu. yds. grading; 5250 cu. yds. gravel, etc.; plans and specifications on file with State Highway Dept. and Chancery Clerk; bids opened May 20; Xavier A. Kramer, State Highway Engr., Jackson.

Road Construction.—Road Commrs. of Dist. No. 5 of Sunflower County, Indianola, Miss.—Bids until June 2 to gravel 25 mi. of road; plans and specifications on file with Chancery Clerk, Indianola, and obtainable from H. S. Stansel, Engr., Ruleville, Miss.

alternate bids for plain and reinforced concrete abutments, culverts and bulkheads, according to plans on file.

Road Construction.—Tunica County Supervisors, Turner Williams, Clerk, Tunica, Miss. Bids until June 2 to construct 10½ mi. of roads in Road Dist. No. 3, 2½ mi. being one-half of 5-mi. highway; plans and specifications on file with Chanery Clerk, Tunica, and L. W. Mashburn, Engr., Clarksdale, Miss.

Road Construction.—Road Comms. of Dist. No. 3, Monroe County (W. M. Grace and others), Aberdeen, Miss.—Bids until June 2 to construct 4.46 mi. of Lavender and Hamilton Rd. and 4 mi. of Aberdeen and Caledonia Rd.; 60,970 yds. grading, 4564 yds. gravel and 465 ft. 18, 24 and 26-in. pipe; plans and specifications on file with Chanery Clerk, Aberdeen, and obtainable from Gus E. Hauser, Engr., Columbus National Bank Bldg., Columbus, Miss.

Road Construction.—S. H. Carter, Mgr. of R. H. Downman's Estate, The Plains, Va.—Bids until May 30 to construct 4½ mi. macadam road.

Road Construction.—Tunica County Supervisors, Turner Williams, Clerk, Tunica, Miss. Bids until June 2 to construct 2½ mi. of road (one-half of 5-mi. highway); plans and specifications on file with Chanery Clerk, Tunica, and L. W. Mashburn, Engr., Clarksdale, Miss.

Road Construction.—State Highway Commission, Frank Page, Chrmn., Raleigh, N. C. Bids until May 31 to construct section of Norfolk-Wilmington Highway; 4000 cu. yds. earth excavation; 11,661 sq. yds. reinforced concrete pavement; 11,662 sq. yds. plain pavement; construct 7 culverts in Beaufort County; plans, specifications, proposal blanks, etc., on file with State Highway Comsn.; W. S. Falls, State Highway Engr.

Road Construction.—Buncombe County Comms., B. A. Patton, Chrmn., Asheville, N. C.—Bids until June 2 to construct 5 mi. macadam road from Hominy Creek to Sandy Bottom; macadam to be 7 in. thick and 14 ft. wide; plans from County Commr.

Road Construction.—Boyd County Fiscal Court, Catlettsburg, Ky.—Bids until May 29 to improve 7.75 mi. of Catlettsburg-Grayson Road; surface with brick, concrete or bituminous slag macadam with slag or sand stone base; width, 16 ft.; 46,382 cu. yds. earth excavation; 5118 cu. yds. rock excavation; 492 lin. ft. 12 to 24-in. tile; 23,118 lbs. reinforcing steel, etc.; plans, specifications, etc., from County Clerk, Catlettsburg, and Dept. of Public Roads, R. Wiley, Commr., Old Capitol Bldg., Frankfort, Ky.; blueprints from Geo. G. Fetter Co., Louisville, Ky.

Road Machinery.—McDowell County Highway Comsn., Hugh F. Little, Chrmn., Marion, N. C.—Road machinery to construct 32 mi. of highway.

Roofing.—See Building Material.

Rope (Cotton).—Panola Cotton Mills, C. L. Beaudrot, Secy., Greenwood, S. C.—Correspondence with dealers in cotton rope.

Sand Plant.—H. W. Lackey, 301 Postoffice Bldg., Sheffield, Ala.—Prices on machinery for sand plant, including ½ mi. relaying rails; 20 dumpers; 8 to 10 H. P. Dinkey locomotive; gravel crusher; twenty 50-ton sand cars; turntable; steam shovel; overhead cableway; sand-washing machinery; screens; pumps; etc.

Sawdust Machinery.—American Box Co., Lynchburg, Va.—Machinery to grind yellow pine shavings into sawdust.

Sawmill.—Virginia Dare Hunt Club, Shalotte, N. C.—Prices on second-hand sawmill with engine and boiler mounted on wheels.

Sewer Construction.—City of Athens, Ala., Ernest Hine, Mayor.—Bids until May 27 to

construct vitrified clay-pipe storm sewers; 9395 lin. ft. of 10, 15, 18, 24, 30 and 36-in. pipe; 59 curb inlets; 19 catch-basins.

Sewer Construction.—City Comms., J. W. Dashiell, Secy., Nashville, Tenn.—Bids until May 27 to construct sections of Brown's Creek and Richland Creek intercepting sewers; 6750 lin. ft. clay pipe; 975,000 bricks; information available from City Engr.

Sewer Engineer.—City of Selma, N. C., W. H. Call, Mayor.—Engineer to survey town and estimate cost of sewer system.

Sorghum Mill.—Virginia Dare Hunt Club, Shalotte, N. C.—Prices on complete sorghum mill.

Textiles, etc.—Utan Jashan & Co., Bunder Road, Karachi, India.—Correspondence with manufacturers of hosiery, stationery, cotton piece-goods and toys; view to representation.

Typewriter Parts, etc.—T. A. Pettigrew, Jr., care of The Dictaphone, 217 S. Boston Ave., Tulsa, Okla.—Prices on parts of typewriter and adding machines, including gears, racks, bars, etc.

Tubing (Iron).—Ricardino A. d'Oliveira, Inhambane Port, E. Africa.—Data and prices on 50,000 ft. second-hand cast-iron tubing, 16,000 meters by 10 centimeters.

Water-works and Electric Plant.—City of Sarasota, Fla., E. J. Messer, Commr. of Public Works.—Bids until June 9 to construct water and electric-light system; 3 internal combustion fuel oil engines; generators and exciters; 2 rotary pumps; 2 air compressors; power-house with fittings; connecting pumps; wells, reservoirs, mains, etc.; Wilbur A. Ginn, Conslt. Engr., Sanford, Fla.

Well Boring.—Luxbora Improvement Dist. No. 1, J. C. Spann, Commr., Luxora, Ark.—Bids until May 26 to bore 4-in. deep well; depth 1500 ft.; information from F. G. Proutt and A. S. Dabney, Engrs., Randolph Bldg., Memphis, Tenn.

Well Drilling.—Dreadnaught Oil & Refining Co., 411 Intersouthern Bldg., Louisville, Ky.—Estimates on drilling wells.

Wheels (Car), etc.—Machinery Exchange Co., G. H. Peacock, Asst. Mgr., Bienville and David Sts., New Orleans, La.—Prices on 6 to 10 sets of car wheels, axles and boxes for narrow-gauge wooden track; wheels 18 to 30-in. diam., to run on 6x8 wooden stringers; each set sufficient for one car.

Woodworking Machinery.—H. H. Vertrees, Lismore, La.—Lathes for turning wooden building columns; machines to bore through columns.

Woodworking Machinery.—Elk River Mfg. Co., J. E. Reese, Pres., Butler, Tenn.—Prices on gig-sanding machine, double-spindle shaper, scroll-sawing machine and buzz planer.

Yarn.—Hoyle Knitting Mills, Cherryville, N. C.—Prices on mercerized hosiery yarn.

Railroad Construction

Railways.

Fla., Jacksonville.—Application to charter an electric railway company to build a line from Jacksonville to beach points will, it is reported, be made by St. Elmo W. Acosta, Albert J. Bucky, John A. Cunningham and others.

Fla., Miami.—Construction is proceeding on the Miami & Tampa Railway along the west bank of the Miami Canal at the rate of a mile a month, its western terminus at present to be Ritta, 78 mi. from Miami, and on the south shore of Lake Okeechobee; Wm. C.

Wolfe of Orangeburg, S. C., is Pres.; B. B. Tatum of Miami, Fla., is also interested.

Ark., Monticello.—Arkansas & Louisiana Midland Railroad proposes to soon take steps to extend its line to Pine Bluff, Ark., about 40 mi.; L. B. Ferguson, Monroe, La., is Gen. Mgr.

Miss., Iuka.—Contract for survey of the proposed Tennessee Valley & Gulf Railroad, to be about 125 mi. long, connecting the valleys of the Tennessee and the Tombigbee rivers, is expected to be let soon; T. M. McDonald of Iuka is Secy.-Treas., and Geo. L. McMasters, Land and Industrial Agent.

Mo., Sikeston.—Sikeston & Southeastern Railway Co.'s proposed line is from Sikeston, Mo., to Hickman, Ky., 30 mi., via. East Prairie, including 12 wooden bridges from 20 to 50 ft. long; date of bids not yet set. Incorporators: M. G. Gresham, Citizens' Bank Bldg., Sikeston, Mo.; T. A. Wilson, E. A. Matthews, L. M. Stallcup, E. C. Matthews, R. G. Applegate, C. A. Cook, C. F. Bruton and others.

Mo., Stanberry.—Commercial Club interests are working to secure construction of an interurban railway from Stanberry to St. Joseph, Mo., about 35 mi. Claude Greebe is Pres. and E. C. Lockwood Secy. of the club.

S. C., Hampton.—The Hampton & Branchville Railroad, 24 mi. long from Hampton to Smoaks, S. C., has been purchased by W. Fred and Henry Lightsey of Crockettville, S. C.; improvements and an extension are expected.

Tenn., Columbia.—Columbia Chemical Co., it is reported, will build a 3-mi. railroad to connect with the Louisville & Nashville Railroad.

Tex., Pecos.—Arrangements are being completed to build a railroad 15 mi. long from Oria, Tex., to the properties of the Toyah Valley Sulphur Co. M. J. Eppley, 809 Hennen Bldg., New Orleans, La., is Pres. and Gen. Mgr.

W. Va., Marlinton.—The contemplated route of the Atlantic & Western Railroad Co. of Marlinton, recently inceptd., is from Rimel, in Pocahontas County, to Parkersburg, in Wood County, W. Va., about 125 mi.; J. A. Sydenstricker, J. W. Hill, A. P. Edgar, S. L. Brown and T. S. McNeel, all of Marlinton, are the inceptors.

New General Sales Manager.

Edward V. Peters became head of the New Jersey Zinc Co.'s sales department on May 1, succeeding H. G. Clopper, whose resignation took effect then. Mr. Peters has been assistant general sales manager for more than three years, and his earlier work in purchasing departments have given him an insight into business from another point of view. He is a native of St. Louis, but went to New York city 18 years ago, and is now 37 years of age. Much of his time during the war was spent in connection with work that the company was doing for the Government and also for the Allies, and he passed the winter of 1916-1917 in Europe. He was again in Europe early this year with Edgar Palmer, president of the company, on a business trip. The business of the company has experienced a steady increase for 20 years.

Portable Pumping Outfits.

Bulletin No. 14 of the Novo Engine Company, Lansing, Michigan, relates to the Novo high pressure pumping outfits which are described as being built to stand long and hard usage where water has to be pumped long distances under heavy pressure or against high heads. Although they are especially strong, they are also compact and light enough to be moved quickly from one job to another. The illustrations are fine, and the tables complete with information.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Important Change of Name.

Waterloo Construction Machinery Co. is the new name of the Waterloo Cement Machinery Corp. of Waterloo, Iowa, which says in its announcement of the change that years ago when the original Wonder mixer was introduced by the company the old name served well to indicate the nature of its business, but one new unit after another has been added until the old name does not adequately describe the extent of its expanding interests. To the Wonder mixer have been added Waterloo backfillers, pumps, hoists and air compressors, serving many needs of contractors and builders, besides the mixing of concrete, and providing them with portable, compact machines of distinctive utility. "The dependability of the Waterloo line is known wherever construction work is conducted," says the announcement, "and it is fitting that the firm name should keep pace with the broadening of its field and with the increasing popularity of its products." It is further noted that new numbers have been given to the mixers, conforming to the standard adopted by the Concrete Mixer Association. The mixed or wet rating establishes the number of each mixer according to its capacity on the standard basis when the common proportions of material are being used.

Will Build Branch at Birmingham.

The N. O. Nelson Manufacturing Co. at Birmingham, Ala., has purchased property on Avenue A between 22d and 23 Sts. having 100 feet frontage and running back 182½ feet, and will begin at once the erection of a two-story-and-basement brick building as a distributing branch of the concern. Upwards of \$60,000 is being spent on the development. The N. O. Nelson Manufacturing Co. owns the Bessemer Soil Pipe Co. at Bessemer, Ala., a plumbers' enameling works at Noblesville, Ind., and brass works at Edwardsville, Ill. The claim is made that the concern manufactures a large percentage of all articles used by plumbers.

Western Electric Changes.

The following changes in the Western Electric Co.'s organization will take effect June 1: J. M. Skinkle, formerly with the engineering department, will be assistant manager of the Government department, with headquarters at New York; J. A. Pizzini, for a number of years sales manager at New York, will be assistant manager there; W. J. Drury, until recently manager at Cleveland, will succeed Mr. Pizzini as sales manager at New York; A. M. Collins, formerly sales manager at Detroit, will succeed Mr. Drury as manager at Cleveland, and A. R. Maynard, until recently with the sales department at Chicago, will succeed Mr. Collins as sales manager at Detroit.

To Make Castings and Machinery.

The Southern Foundry & Manufacturing Co., Owensboro, Ky., was recently incorporated to make foundry castings of all metals and for the manufacture of machinery of all kinds, including designing, patenting and selling, as well as ownership of patents and stocks in the corporation. The new company intends purchasing the assets of the Hull Pump & Tank Co. and of the Southern Foundry Co., after which it will proceed with the manufacture and sale of the Hull measuring pumps

and tanks, and will also continue the foundry work. An addition to this plant was recently made, including a separate building for the storage of patterns.

A Progressive Machine Company.

Stratton & Bragg Co., Inc., Petersburg, Va., have manifested the right spirit, showing their faith in business conditions by not waiting until they hoped there would be a reduction in building materials, machinery, etc., but by improving their plant and putting in much fine machinery. They design, build and repair machinery, maintaining a well-equipped engineering department to furnish information and to assist in preparing designs. They recently installed a ten-ton traveling crane and have one of the most complete machine shops in the South, the equipment including several lathes of all sizes, key-seating machines, drill presses, milling, hacksaw, bolt and pipe machines, plate shears which cut up to three-eighths inch, boring mills, etc. They have also lately put on the market their standard air compressor, which is meeting the needs of many purchasers. It is simple, durable and reliable, difficult to get out of order and easy to adjust.

Is Now Consulting Engineer.

H. Eltinge Breed announces that he has established an office at 507 Fifth Ave., New York City, as consulting engineer, specializing in highway work. Mr. Breed, who is a graduate of Colgate University, Class of 1900, has been actively engaged in engineering ever since the completion of his studies, especially in highway work, and from 1915 up to the present time was first deputy commissioner of the New York State Highway Commission, his work being that of chief engineer of all new construction. During his term of office more than \$23,000,000 worth of work was done under his supervision. He is a member of the A. S. C. E., the American Road Builders' Association and other organizations.

Industrial Development in Canada.

Manufacturers and others interested in the establishment of branch factories and industries in Canada are addressed by Heaton's Agency, 32 Church St., Toronto, Canada, which calls particular attention to its industrial department that was established to supply individuals or companies with reliable information. It is stated that there is in hand detailed information relating to every city and town of commercial importance in the Dominion, covering shipping facilities, power rates, labor conditions, raw materials, existing industries, factory sites, municipal inducements offered, etc., this matter being maintained in a revised form up to date. In this connection it is also interesting to note that the Guaranty Trust Co. of New York has issued a booklet on Canada, its economic position and plans for development. This is also abounding in important data.

Concrete and Building.

The McDevitt-Fleming Co., #6-411 First National Bank Bldg., Chattanooga, Tenn., has been organized by J. John McDevitt and H. G. Fleming, formerly of the firm of T. S. Moudy & Co., and will specialize in reinforced concrete and modern building construction.

Machine Tools.

F. A. Seeger, formerly with the Seeger-Walraven Company of Atlanta, Ga., has organized the Seeger Machine Tool Co. with office and showrooms at 34 S. Forsyth St. in that city. Associated with him in this new enterprise are E. F. Chandler and J. B. Wallis. The company is now being incorporated with a capital stock of \$25,000. A full line of machine shop tools and foundry equipment is carried in stock. The Seeger organization represents and carries the lines of Lodge & Shipley, Cincinnati Mill Machine Co., Cincinnati Bickford Tool Co., Acme Machine Tool Co., Cincinnati Planer Co., Gould & Eberhardt, Landis Machine Co., Landis Tool Co., Baker Bros., Whiting Foundry Equipment Co. and others.

Pieric Acid Plant for Sale.

Announcement is made in another column of the proposed sale of a Government pieric acid plant at Brunswick, Ga., for which bids will be received by the Cincinnati District Salvage Board, Walsh Bldg., Vine and 3d Sts., Cincinnati, Ohio, until noon Monday, June 2. A description of the property, terms of bidding, etc., are given in the advertisement.

Resumed His Profession.

J. W. Howard, C.E., E.M., has finished serving in the Ordnance Department of the army and has resumed the practice of his profession as consulting engineer on roads and pavements, with testing laboratory in Newark, N. J., and office at No. 1 Broadway, New York City.

New Advertising Agency.

The Nichols-Moore Company, general advertising agents, 11705 Detroit Ave., Cleveland, Ohio, has been organized by Drusus H. Nichols and John C. Moore, formerly managing director and assistant director, respectively, of the Allied Pulpity Bureau. This new organization began business on May 1.

Branch Offices in Atlanta.

The Continental Fibre Co. of Newark, Del., manufacturers of vulcanized fibre for electrical and mechanical purposes, has opened Southern offices in the Walton Bldg., Atlanta, Ga., under the charge of Mr. Gordon Lewis. This company also manufactures "Bakelite," a special composition that is widely used in manufactures, and the success of this product in the South was responsible for the establishment of the branch.

Back to England After a Home Visit.

Theodore E. Butler, for the past 20 years manager of the Whitman & Barnes Manufacturing Co. in London, sailed for England May 14, following a business trip to the United States during which he made a tour of the Akron, Ohio, twist-drill and reamer factory, and also of the Chicago, Ill., plant where wrenches and drop forgings are manufactured. Mr. Butler, whose European connections are broad, is in his 70th year, but his associates found him to be the same genial and active gentleman who two decades ago took charge of the company's interests across the ocean.

Promoted to Vice-Presidency.

F. W. Wilshire, formerly general manager of sales, has been elected vice-president of the Consolidation Coal Co., with offices in the Bankers' Trust Building, New York.

General Director of Du Pont Sales.

C. W. Phellis of E. I. du Pont de Nemours & Co. has been appointed general director of sales, with supervision of the several sales departments of the Du Pont organization, each of which has a separate director. He

was until recently sales director of the explosives department. The position to which he has just been appointed is a new one designed to meet the needs of rapidly increasing peacetime activity. Mr. Phellis has been with the company since January, 1901.

Advertising Manager.

The Walter A. Zelnicker Supply Co., St. Louis, has just appointed F. X. Meehan to be its advertising manager. He has been associated in various executive capacities with Fairbanks, Morse & Co. for six years, the Atchison, Topeka & Santa Fe Railroad's Coast Lines for two years, and the St. Louis Smelting & Refining Works of the National Lead Co. for two years.

Again in Old Colony Building, Chicago.

The Chicago Bridge & Iron Works has moved its Chicago sales office from 1306 W. 105th St. to 2106 Old Colony Building, Chicago. This means that the general sales office is no longer at the works of the company, but is situated in the same space on the 15th floor of the Old Colony Building which it occupied previous to the war. Lieut.-Col. Robert H. Murray, Major Chas. S. Pillsbury and Lieuts. J. C. Vosburgh, Geo. S. Sangdahl and Ralph Green are still overseas, but are expected to return within the next few months.

Two Sales Appointments.

Judge S. E. De Haven of La Grange, Ky., an attorney, and for the past six years county judge of the fiscal court of Oldham County, has resigned his position to become affiliated with the Canton Culvert & Silo Co. of Canton, Ohio, as traveling salesman in Kentucky. L. W. Hurley of Lansing, Mich., a corrugated culvert salesman of experience, has also accepted a position with this company to be a salesman in Michigan.

Dunn Wire-Cut Lug Brick.

The Philadelphia Vitrified Brick Co., Philadelphia, Pa., has engaged in the manufacture of wire-cut lug paving brick under license contract with the Dunn Wire-Cut Lug Brick Co. of Conneaut, O. The works are at Saxton, Pa. Charles D. Ames is president, and J. T. Hawthorne, secretary and treasurer. The addition of the plant of the Philadelphia Vitrified Brick Co. to the list of Dunn licensees makes 75 plants licensed in 12 States to make this special brick.

Back at His Former Post.

The Portland Cement Association announces the return of Walter B. Elcock as district engineer in charge of the Atlanta office, of which he recently took control, and where he was in charge prior to his entering military service in March of last year. During the war he was major of infantry and adjutant of the One Hundred and Fifty-seventh depot brigade at Camp Gordon.

Obliged to Occupy Larger Quarters.

The Chicago Pneumatic Tool Co. has moved its Milwaukee office from Room 1305 in the Majestic Building to Room 1418 in the same edifice, where more convenient quarters, made necessary by the growing business of the company in this district, have been obtained.

Established New Chicago Offices.

Dayton-Dowd Company, Quincy, Ill., manufacturer of Leader Farm Tractors and centrifugal and underwriters' fire pumps, recently opened new offices in Chicago at 30 North Michigan Boulevard under the management of E. E. Maher, who is well known as a sales engineer. He was formerly Western manager of the Lea-Courtney Company, and more recently district manager for the Terry Steam Turbine Co.

Change of Name.

Atmospheric Conditioning Corporation is the new name of the Braemer Air Conditioning Corporation which has just been announced. Executive offices are in the Lafayette Building, Philadelphia, with representatives in the principal cities. Products are Webster air washers, humidifiers and dehumidifiers; Webster system of automatic humidity control, generator coolers, and equipment for maintaining artificial atmospheric conditions in industrial plants.

Service for Oil Men.

The Wayne Oil Tank & Pump Co., Fort Wayne, Ind., recently established a new consulting and advisory service for oil men. F. A. Bean, Consulting Engineer, has been engaged to take charge of this work, the service which it extends to be without charge.

New Office at Cleveland.

The Trumbull Steel Co., Warren, Ohio, announces the opening of its new Cleveland office at Room 330, Engineers' Bldg., May 15, with W. A. Peck appointed as district sales manager in complete charge of sales for Cleveland and vicinity.

District Representative Appointed.

The American Steam Conveyor Corporation, Chicago, announces the appointment of N. B. Stewart as district representative in charge of its St. Louis territory. Offices have been opened at 708 Merchants-La Clede Bldg., St. Louis, Mo.

Important to Inventors and Users of Patents.

Two interesting pamphlets, written by James H. Lightfoot, an examiner of patents, have been issued, one of them being "Fundamental Truths Involved in the Consideration of Patent Applications and Patents," and the other, "A Safe and Sound Constructive Industrial System." The first, which is described as having been prepared especially for the consideration of newly appointed assistant examiners before they begin work, also presents truths useful to the solicitor and attorney as well as to justices upon the bench. The second pamphlet suggests the establishment by the Government of a "Department of Invention and Discovery," and the author lays emphasis upon his assertion that the patent system must be made safe for inventors and for all manufacturing and business interests based upon invented things. The proposed department, it is pointed out, would make for this desired efficiency. Simplification of the means of determining priority of inventions is one of the aims to which particular attention is devoted.

Jaeger Mixer Catalog.

The Jaeger Machine Company, Columbus, Ohio, has issued a catalog of decided interest to road builders, describing, as it does, the merits of mixers for handling bituminous concrete cold for road repairs. It gives complete directions for the cold-mixing process and for the application of the material to the road, so that a substantial job can be done. A double page picture shows the Jaeger mixer No. 56-L, with power loader, which is the style of outfit used by the Ohio State Highways Commission. There are sundry other illustrations of work in progress, accompanying which are valuable instructions and some general information useful to anyone interested.

Now With Aborn Steel Company.

O. T. Smith, for several years connected with the Colonial Steel Co. in the New England district, is now associated with the Aborn Steel Co., Inc., at 171 High St., Boston, Mass.

Fine Engineering and Contracting Catalogue.

A very handsome and interesting catalog is that issued by James O. Heyworth, engineer and general contractor, Harvester Building, Chicago, Ill., showing as it does very many pieces of engineering and construction, some in progress and others completed, which were undertaken by his organization and including railroad work, river and harbor, hydro-electric development, heavy excavations and concrete construction. Such work, difficult or otherwise, was performed in all parts of the country and under various climatic conditions. But the United States does not limit the field of activity, for at least one of the pictures shows some difficult work being done in the Hawaiian Islands. "Experience alone," says Mr. Heyworth, "in conducting construction work on a fixed-price basis, can develop an organization to a high degree of economy and efficiency. The manufacturing business of the world has been developed and executed on a competitive basis; construction work should be executed under same conditions." There are 60 pages of fine illustrations in the book.

Southern Office in Atlanta.

The Gerrard Wire Tying Machines Co. of Chicago has opened a Southern office at 721 Forsyth Bldg., Atlanta, Ga., with P. H. Collins as manager of the Southern Division, which includes the other branch offices at Jacksonville, New Orleans, Dallas and Memphis. The company manufactures tying machines and box-strapping tools.

Engineering.

Johnson & Morgan, civil engineers, have opened a general engineering office at 609-611 Flatiron Bldg., Atlanta, Ga. They specialize in town improvements and road work.

Architecture.

S. D. Trowbridge, architect, Atlanta, Ga., has returned from Government work and, being unable to get his old quarters in the Grant Bldg., he has secured the suite 607-8-9-10 in the Forsyth Bldg. there. He would like to receive manufacturers' catalogs, bulletins, etc.

Active Demand for Furnaces.

The Monerief Furnace Co., Atlanta, Ga., was recently awarded a contract to install a heating plant in a new \$114,000 high school to be built by the city of Charlotte, N. C. Furthermore, the company reports that business is the best it has enjoyed for some years. There is great activity in the way of erecting apartment-houses and dwellings in Atlanta and this has furnished the organization much work.

Change of Location.

The Rust Engineering Co. announces a change of location from the Farmers' Bank Bldg. to the Keenan Bldg., Pittsburgh, Pa.

Trade Literature.

Heavy Duty Oil Engines.

An outline of a large keystone appears on the front cover page of Bulletin O. E.-20 of the Pittsburgh Filter & Engineering Co., this publication relating to heavy-duty oil engines for marine or station service. These engines embody the successful method known in Europe as the Broas principle and in this country as the Hvid principle, and it is stated that the motors have the economy of the Diesel type engine, without its complication and their use is particularly recommended for both efficient service and

economy. They will burn, it is stated, any grade of the cheaper fuels from kerosene to the heaviest of fuel oils, the same fuel also serving to start the motor. There are several illustrations.

Soot Cleaners for Return Tubular Boilers.

A bulletin just issued by the Vulcan Soot Cleaner Co., Du Bois, Pa., relates to soot cleaners for return tubular boilers. It describes the Model M, front-end type and the Model R, rear-end type, stating among other facts, that since 1906 approximately 2,000,000 horsepower of return tubular and Scotch marine boilers of many different types have been equipped with these two cleaners. It is shown how the cleaners are installed in settings of typical construction and gives results of tests made by the engineering department of the University of Illinois, and also by the Iowa Soldiers' Home at Marshalltown, Iowa. Engineers anxious to save coal, who operate tubular boilers, and who have trouble with soot, will find this bulletin of especial interest.

"Yale" Semi-Centennial Souvenir.

A semi-centennial souvenir, 1868-1918, covering the history of the Yale lock industry, has been issued by the Yale & Towne Manufacturing Co., Stamford, Conn. It is a most complete account of the growth of manufacture of Yale locks from a very small beginning to the present great establishment at Stamford, whence the long line of Yale products, which includes many articles besides locks, issues. The magnitude of the operations conducted there is indicated by the fact that during the war the plant furnished to the British Government nearly 8,000,000 percussion fuses and to the United States Government upwards of 10,000,000 complete articles for military use, all of this in addition to minor contracts and production of usual output. The first Yale locks were made at Newport, N. Y., by Linus Yale, Sr., about the year 1840, and his son, Linus Yale, Jr., to quote the words of the souvenir, "following in his father's footsteps," became the leading lock expert of his day, and made many brilliant contributions to the art, which have profoundly and permanently influenced it. The Yale Lock Manufacturing Co. was organized in 1868, and in 1883 the name was changed to its present form. The Stamford plant occupies 25 acres of ground, and the manufacturing floor space is also 1,111,000 square feet or 25 acres. The employees number 4500. In 1916, at the height of war activity, there were 6300. There are 4800 machines in use and 45,000 varieties of products can be manufactured. The book, which is finely illustrated, is a splendid account of the development of one of the great industries of the world.

Lava in the Industrial Arts.

In its 1919 edition of "Lava for Mechanical and Electrical Purposes," the American Lava Co., Chattanooga, Tenn., says: "The material now so well known as 'Lava,' through its universal use in the manufacture of gas tips and burners, and its widespread applications in the electrical arts, is not, as is frequently supposed, a natural product of volcanic origin. It is the mineral steatite, which is machined in its natural condition and then treated and baked under certain conditions of time and temperature to a condition of such extreme hardness that when properly kilned it can scarcely be cut except by a diamond." The extreme heat employed to make it renders lava insensible to any temperature less than 2000 degrees. The illustrations of lava products are numerous and fine. Paul J. Kruesi is president of the company.

Merger of Graphite Companies.

The Quenelda Graphite Corporation, Lineville, Ala., has absorbed graphite plants in the Alabama field as follows: Quenelda Graphite Co., American Graphite Co., Crucible Flake Graphite Co., Carbon Mountain Graphite Co., Peerless Flake Graphite Co., and Southern Graphite Co. Announcement to this effect was recently made.

Financial News

New Financial Corporations.

Ark., Heber Springs.—Arkansas National Bank chartered, capital \$25,000; W. C. Johnson will be Pres.

Ark., Stamps.—Bank of Stamps, capital \$30,000, organized with Dr. W. L. Kitchens, Pres.; J. M. Hudgens, V.P.

Fla., Manatee.—Citizens' Bank of Manatee, capital \$16,500, incptd. by John T. Campbell, H. J. English, Chas. T. Curry, W. R. Whitaker and others.

Ga., Atlanta.—People's Loan & Investment Co. has applied for charter, capital \$100,000, with privilege of increasing to \$200,000. Petitioners: Isaac Lipstein, Paul S. Etheridge and R. J. Hudson; date for beginning business not yet decided.

Ky., Bellevue.—Bellevue Commercial and Savings Bank incptd., capital \$25,000; surplus \$6250. Matt Herold, Pres.; Chas. A. Patzold, V.P.; Geo. W. Meyer, Cash. Business began May 10.

Ky., Mayfield.—First National Bank of Mayfield, a consolidation of the First National Bank and the Farmers' National Bank, is chartered; capital \$150,000.

Ky., Pikeville.—People's Bank incptd., capital \$50,000; M. C. Justice, Pres.; J. F. Justice, Cashier; business began May 15.

Ky., Russell Springs.—First National Bank, a conversion of the Bank of Russell Springs, is chartered with \$25,000 capital; S. Wilson is Pres., and Robert Ingram, Cashier.

Miss., Pass Christian.—Bank of Pass Christian chartered, capital \$15,000, surplus \$1500; W. C. Soria, Pres.; W. A. Cuera, V.P.; Geo. L. Moore, Cashier; business is to begin about the 20th or 25th of May.

Mo., Kansas City.—Northeast Bank of Kansas City chartered, capital \$100,000, began business May 10; H. J. Coerver, Pres.; H. M. Metcalf, V.P.; Wm. Crowell, Cashier.

Mo., St. Louis.—The Mechanics' American National, the St. Louis Union and the Third National banks are to be merged under the name of the American-Union-Third National Bank with capital of \$10,000,000. F. O. Watts of the Third National will be Pres.

N. C., Aberdeen.—Merchants & Farmers' Bank, authorized capital \$25,000, is being organized and expects to begin business early in June. Incorporators: J. W. Graham, A. H. McLeod, J. A. Bryant and others.

N. C., Charlotte.—Howard-Lindsay Co., authorized capital \$30,000, incptd. by H. S. Howard of Mooresville and J. P. Lindsay and K. B. Lindsay of Charlotte to deal in stocks, bonds, etc.

N. C., Hickory.—First Security Trust Co. incptd., capital \$50,000, began business in March; J. D. Elliott, Pres.; K. C. Menzies, Cashier; trust company will run in connection with and in same building with First National Bank of Hickory.

N. C., Kenansville.—Bank of Kenansville chartered, capital \$25,000, will begin business in July or August. Incorporators: Thos. E. Cooper, Geo. W. Hardwicke and R. G. Grady.

N. C., Lumberton.—Farmers' Savings Bank, authorized capital \$100,000, is organized by J. H. Powers, C. B. Townsend and others.

S. C., Abbeville.—Planters' Bank, capital \$30,000, has applied for a commission. Petitioners: Otto Bristow, W. H. White, L. C. Parker and H. A. Benton.

Okla., Tulsa.—Tulsa Mortgage Co., capital \$50,000 incptd. by L. N. Ewing, E. S. Ellis and H. R. Stuart.

Tenn., Bradford.—The Farmers' Bank (not the Gibson County Bank) is chartered; capital \$25,000; W. A. Crabtree, Pres.; W. L. Bryant, V.P.; R. P. Yates, Cashier; business is to begin about June 1.

Tenn., McEwen.—People's Bank incptd., capital \$15,000, will begin business about July 1. Incorporators: W. D. King, G. D. May, J. J. Stonecker, J. A. Bradley and others.

Tenn., McKenzie.—Commercial Bank of McKenzie is authorized to begin business; capital \$30,000; N. B. Moore, Pres.; C. M. Wrinkle, V.P., and Gay Alexander, Cashier.

Tex., Breckenridge.—Farmers & Merchants' State Bank chartered, capital \$40,000; business began May 15 with J. A. Halley, Pres.; J. J. Taylor and J. A. Meaders, V.P.s; Robert Douglas, Cashier.

Tex., Houston.—People's State Bank chartered, capital \$150,000, will begin business about July 1, at 908 Congress Ave.; R. L. Young, Pres.; J. A. Herring and Ike L. Freed, V.P.s; Louie Cohn, Active V.P., and Eli Marks, Cashier.

Tex., Ranger.—Texas Bank & Trust Co. chartered; capital \$100,000; Tom Harrall, Pres.; H. E. Christie, V.P. and Cashier.

Va., Dillwyn.—A new national bank is to be established within the next 60 days. Address W. R. Connor, W. A. Moxey or Chas. Staton.

Va., Pulaski.—People's National Bank, capital \$100,000, a conversion of the People's Bank, has applied for charter.

W. Va., Charleston.—A new trust company is reported being organized by S. A. Lewis, O. F. Payne, Lew Tinder and others.

W. Va., Williamsburg.—Bank of Williamsburg chartered, capital \$25,000. T. W. Grayseil, Pres.

New Securities.

Ala., Albany.—(Indebtedness).—City Council has authorized the issuing of \$30,000 of bonds to pay off outstanding bonded indebtedness. The bonds will be purchased by W. L. Slayton & Co., Toledo, O.

Ala., Attalla.—(Street).—City will issue \$70,000 of 6 per cent. 10-year bonds. J. B. Childers, City Clerk.

Ala., Florence.—(School).—Election will probably be called to vote on \$225,000 of bonds. Address The Mayor.

Ark., Dumas.—(Drainage).—Bids received 2 P. M. May 21 for \$100,000 of bonds Desha Drainage Dist. No. 5, Desha County. Address I. N. Moore, Secy. (Lately noted.)

Ark., Harrisburg.—(Road).—Special dispatch to the Manufacturers Record says that \$150,000 of bonds of Poinsett County, Dist. No. 7, have been sold to Judge James Gould of Pine Bluff.

Ark., Harrisburg.—(Road).—Special dispatch to the Manufacturers Record says that \$150,000 of bonds Poinsett County, Dist. No. 5, have been purchased by Judge James Gould of Pine Bluff.

Ark., Harrisburg.—(Road).—Special dispatch to the Manufacturers Record says that \$150,000 of Fisher Road Improvement Dist., Poinsett County, bonds have been sold to Jas. Gould of Pine Bluff.

Ark., Mammoth Springs.—(School).—Bids received May 23 for \$45,000 of 6 per cent. 15-year bonds. Address School Board, C. W. Dixon.

Ark., Murrefreesboro.—(Road).—Special dispatch to the Manufacturers Record says that

Judge Jas. Gould of Pine Bluff has purchased \$400,000 of bonds Pike County Road Dist. No. 2.

Ark., Sheridan—(Road).—Road Dist. 5, Grant County, has sold \$100,000 of 6 per cent. bonds to M. W. Elkins of Sheridan.

Fla., Brooksville—(School).—Bids received 2 P. M. May 23 for \$10,000 of 6 per cent. 30-year \$1000 denomination bonds Special Tax School Dist. No. 7, Hernando County; J. C. Fleming is Chrmn., and W. O. Lamasters, Supt. of Public Instruction.

Fla., Brooksville—(School).—Bids received 2 P. M. May 23 for \$25,000 of 6 per cent. 30-year \$1000 denomination bonds; J. C. Fleming is Chrmn., and W. O. Lamasters, Supt. of Public Instruction.

Fla., Chipley—(Sewerage).—City voted \$60,000 of bonds for sewerage system. Address The Mayor.

Fla., Daytona Beach—(Street).—Town Council has passed ordinance providing for the sale of \$60,000 of bonds. Address The Mayor.

Fla., Green Cove Springs—(School).—Green Cove Springs, Clay County, will vote about July 1 on \$30,000 of bonds. Address School Board.

Fla., Kissimmee—(Drainage, Street).—Election June 7 to vote on \$15,000 of drainage and \$30,000 of street bonds. Address The Mayor.

Fla., Okeechobee—(Road, Bridge).—Bids received June 16 for \$300,000 of 6 per cent. 6-19-year \$1000 denomination Okeechobee County bonds, voted May 1, 1919; dated June 2, 1919. Address County Commrs., R. P. Fletcher, Clerk.

Fla., Clearwater—(School).—Bids received June 12 by D. M. Hollins, Secy. Board of Education, for \$75,000 of 30-year bonds.

Fla., Quincy—(Paving).—City voted \$40,000 of 5 per cent. 1-20-year \$500 denomination bonds, dated July 1, 1919. Address City Council, J. P. Smith, Clerk.

Fla., Sanford—(Road).—Seminole County voted \$350,000 of bonds. Address County Commrs.

Fla., Tampa—(School).—Elections will be held June 17 to vote on \$5000 of bonds Dist. 18. Address School Board.

Fla., Tampa—(School).—Special Tax School Dist. 4 votes June 17 on \$150,000 of 5 per cent. \$1000 denomination bonds, dated July 1, 1919, and maturing \$15,000 annually till paid; J. E. Knight is Supt. of Public Instruction.

Ga., Athens—(Road).—Clarke County votes June 18 on \$250,000 of 5 per cent. 30-year \$1000 denomination bonds, dated July 1, 1919, and maturing 1949; J. M. Hodgson is Commr. of Roads and Revenue. (Lately noted.)

Ga., Brunswick—(Road).—Glynn County voted \$250,000 of bonds. Paul E. Twitty is Clerk Commrs. Roads and Revenue.

Ga., Cartersville—(Sewers).—City votes June 21 on \$90,000 of 5 per cent. \$1000 denomination bonds, dated July 1, 1919, and maturing serially \$2000 each year 1924-1928; \$4000 annually thereafter until all redeemed; W. W. Daves is City Clerk.

Ga., Cleveland—(Road).—White County will vote on \$100,000 of bonds. Address County Commrs.

Ga., Columbus—(School).—Election Sept. 25 to vote on \$160,000 of 5 per cent. 2-20-year Muskogee County bonds. Address County Commrs.

Ga., Darien—(Water, Wharf).—Election June 18 to vote on \$10,000 of 6 per cent. 1-20-year \$500 denomination water-works and wharf bonds, dated July 1, 1919. J. G. Leguie is City Clerk.

Ga., Folkston—(Road).—Date for opening bids for \$50,000 of 5 per cent. 20-year \$500 denomination bonds Charlton County not yet

tion. T. Mayhew Cunningham, Prest., expects to issue bonds some time next fall, provided decided. Address H. J. Davis.

Ga., Gainesville—(School).—City voted \$160,000 of high-school bonds. Address The Mayor.

Ga., Cordele—(Road).—Crisp County voted \$350,000 of bonds. Address County Commrs.

Ga., Dawson—(Paving, Water-works).—City voted May 14 to issue \$30,000 of paving and \$40,000 of water-works improvement 5 per cent. \$1000 denomination bonds, dated August 1, 1919, and maturing (paving) \$1000 Dec. 1 next 30 years beginning Dec. 1, 1920, and (water) \$1000 annually next 20 years and \$2000 annually next 10 years; date for opening bids not yet decided; bonds will have to be validated, which will take about 30 days; R. E. Bell is City Clk.

Ga., Dahlonega—(Road).—Bids received noon May 31 for \$80,000 of 5 per cent. Lumpkin County bonds, dated August 1, 1919, and maturing 1920 to 1949; W. B. Townsend is Ordinary.

Ga., Elberton—(Road).—The \$20,000 of bonds to be voted on June 12 are 30-year 5 per cents.; denomination \$1000; dated June 22, 1919; E. L. Adams is Commr. of Roads and Revenue, Elbert County.

Ga., Gainesville—(Road).—Hall County voted \$600,000 of road bonds. Address County Commrs.

Ga., Griffin—(Road).—Spalding County voted \$350,000 of 5 per cent. 30-year \$100, \$500 and \$1000 denomination bonds. T. J. Purdy is Clerk County Commrs.

Ga., Jefferson—(Road).—Jackson County voted \$100,000 of bonds. Address County Commrs.

Ga., Moultrie—(Bridge, Road).—Bids received 10 A. M. June 10 for \$500,000 of 5 per cent. \$1000 denomination bonds, dated July 1, 1919, and maturing 1921 to 1949, inclusive; A. Huber is Chrmn. Board of Commrs. of Roads and Revenue.

Ga., Monroe—(Road).—Bids opened May 24 for \$200,000 of 5 per cent. 20-year \$1000 denomination bonds, dated May 1, 1919; T. C. Aycock is Chrmn. Board County Commrs.

Ga., Nashville—(Road).—Berrien County voted \$500,000 of bonds. Address County Commrs.

Ga., Savannah—(School).—Board of Education secures the necessary legislative authority; at present the matter is merely in the stage of discussion.

Ga., Soperton—(Courthouse).—Trentlen County voted \$100,000 of bonds. Address County Commrs.

Ga., Sylvester—(Road).—Commrs. of Worth County have ordered an election June 25 to vote on \$400,000 of 5 per cent. 30-year \$1000 denomination bonds, dated Dec. 1, 1919. Address R. B. Pollard.

Ga., Washington—(Street, School).—Bids opened at noon May 31 for \$55,000 of 5 per cent. \$1000 denomination bonds, dated July 1, 1919, and maturing 1949; K. A. Wilheit is Mayor, and S. R. Brooks, Clerk. Further particulars will be found in the Proposals Department.

La., Alexandria—(Road).—Rapides Parish votes July 1 on \$2,000,000 of bonds. Address Police Jury.

La., De Ridder—(Road).—Regarding the \$50,000 of Road Dist. 4, Beauregard Parish, bonds offered June 4, a letter to the Manufacturers Record says that the Board of Suprvs. has been advised by its attorney that the election is null and void. J. H. Derks is Secy. Board of Suprvs.

La., Tallulah—(Road).—Election will be held in Madison Parish June 10 to vote on \$500,000 of bonds; Alex. Clark, Prest.; W. S. Craig, Secy. Police Jury.

La., Vidalia—(Road).—Vidalia Parish voted \$500,000 of bonds. Address Police Jury.

Md., Hagerstown—(Sewerage).—Bids received May 29 for the following 4½ per cent. sewerage-system and sewerage-disposal plant bonds, dated June 1, 1919, maturing 1936 to 1945, inclusive: 100 of \$500 denomination each; 150 of \$1000 denomination each; Wm. Logan is Tax Collector of city.

Md., Upper Marlboro—(School).—Bids will be opened noon June 3 for \$50,000 of an issue of \$100,000 of 5 per cent. 30-year \$1000 denomination, Prince George's County, bonds authorized in 1916. Address E. S. Burrough.

Miss., Aberdeen—(Road).—Board of Suprvs., Monroe County, asks bids 2 P. M. June 2 for \$24,000 of not exceeding 6 per cent. 24-year \$500 denomination bonds of Suprvs. Dist. 3, Monroe County, dated May 1, 1919; G. G. Ray, Clerk Board of County Suprvs.

Miss., Clarksdale—(Improvement).—City voted \$300,000 of bonds for street paving, sidewalk extension, water and light improvements, and bids for same will be opened 8.30 P. M. May 27. R. E. Stratton, Jr., is City Clk. Further particulars will be found in the Proposals Department.

Miss., Clarksdale—(Road).—The \$490,000 of Coahoma County bonds to be voted on May 29 are 5 per cents, \$1000 denomination, maturing 1927 to 1936, inclusive. Y. E. Howell, Clk. Chancery Court.

Miss., Corinth—(School).—City plans to vote in June on bonds for school building. Address The Mayor.

Miss., Indianola—(County).—Sunflower County has sold to I. B. Tigrett & Co., Jackson, bonds as follows: \$150,000 Suprvs. Dist. No. 3; \$100,000 Suprvs. Dist. No. 4; denomination \$500; dated May 1, 1919, maturing 1920 to 1944, inclusive.

Miss., Laurel—(School).—Elections will be held May 29 in Calhoun Consolidated Public School Dist. and Sweetwater Public School Dist., Jones County, to vote on \$600 and \$4000 of bonds, respectively. Address Board of Suprvs.

Miss., Magnolia—(Road).—Pike County votes June 28 on \$300,000 of bonds; B. F. Owens, J. P. Guy and E. S. Tisdale, Highway Commrs.

Miss., Natchez—(Municipal).—City voted \$12,000 of bonds. Address The Mayor.

Miss., Natchez—(Road).—Board of Suprvs., Adams County, H. B. Vaughan, Prest., will sell at public auction 1 P. M. June 2, \$200,000 of not exceeding 5½ per cent. bonds.

Miss., Cleveland—(Road).—Duncan Separate Road Dist., Bolivar County, gives notice of intention to issue not exceeding \$150,000 of bonds; P. B. Woollard is Clerk Board of Suprvs. of Bolivar County.

Miss., Cleveland—(School).—Gunnison Consolidated School Dist., Bolivar County, votes May 30 on \$40,000 of bonds; Fred Clark, H. C. Ogden and J. O. McNeil, Election Commrs.

Miss., Cleveland—(School).—Election called for May 30 to vote on \$75,000 of bonds Shaw Consolidated School Dist., Bolivar County; P. B. Woollard is Clerk Board of Suprvs.

Miss., Columbus—(Road).—Bonds have been voted in Lowndes County as follows: Dist. 4, \$60,000; Macon and Gilmer Dist., \$23,000. Address County Commrs.

Miss., Iuka—(Road).—Tishomingo County Road Commrs. will on June 5 sell to the highest bidder \$30,000 of First Dist. bonds.

Miss., Monticello—(Road).—Suprvs. Dist. No. 4, Lawrence County, May 5 sold to Sidney Spitzer & Co., Toledo, \$75,000 of 6 per cent. 20-year \$500 denomination bonds, dated June 1, 1919. J. H. Tennison, Chancery Clk.

Mo., Charleston—(Drainage).—Mississippi County Drainage Dist. 32, Allee 6, Lee, Treas., on May 14 sold at 107.22 to the Mortgage Trust

Co., St. Louis, \$100,000 of 6 per cent. \$500 denomination bonds, dated May 15, 1919, and maturing May 15, 1922.

Mo., Fulton — (Courthouse). — Callaway County Court has ordered election Sept. 2 to vote on \$200,000 of bonds. Address County Commrs.

Mo., Jefferson City — (Courthouse). — The \$100,000 of bonds for rebuilding Cole County county courthouse voted in April are 5-20-year 5 per cents.; denomination \$500, dated May 1, 1919; date for opening bids not yet decided; P. J. Shield is County Treas.

Mo., Mexico — (Hospital). — Election May 16 on \$40,000 bonds to complete Audrain County hospital. Address County Commrs.

Mo., Mount Vernon — (Road). — Lawrence County voted \$35,000 of bonds. Address County Commrs.

Mo., Paris — (Road). — Monroe Special Road Dist. Commrs. have called election for May 26 to vote on \$54,000 of bonds.

Mo., St. Joseph — (Light). — Election May 27 to vote on \$500,000 of bonds. Address The Mayor.

Mo., St. Louis — (School). — City Board of Education, Chas. P. Mason, Secy. and Treas., on May 14 sold at par to Hemmelmann-Spangler Real Estate Co., St. Louis, Mo., \$30,000 of an authorized issue of \$3,000,000 of 4 per cent. 20-year \$1000 denomination bonds, dated July 1, 1919, and maturing 1939.

Mo., St. Louis — (School). — Board of Education has decided to sell \$1,400,000 of 4 per cent. 20-year bonds.

N. C., Asheville — (Highway, Bridge). — Board of Commrs. Buncombe County gives notice of intention to issue \$300,000 of bonds; Geo. A. Diggs, Jr. is Clerk Board of County Commrs.

N. C., Beaufort — (Drainage). — Carteret County Drainage Dist. No. 1, it is stated, will about June 1 offer for sale \$300,000 of 6 per cent. bonds.

N. C., Concord — (School). — City has authorized the issuing of \$40,000 of bonds; C. A. Isenhour, Mayor.

N. C., Danbury — (Road). — \$30,000 of 6 per cent. \$500 denomination Yadkin Township, Stokes County, bonds have been purchased at \$52,420 by the Hanchett Bond Co., Chicago, Ill.

N. C., Goldsboro — (School). — Goldsboro Township, Wayne County, voted \$75,000 of bonds. Address County Commrs.

N. C., Franklin — (Road). — Highlands Township, Macon County, plans to issue \$14,000 of not exceeding 6 per cent. notes for road purposes; Elmer Johnson is Clerk Board of County Commrs.

N. C., Jefferson — (Road). — Bids received noon June 17 for \$200,000 of 5½ per cent. 15-30-year \$1000 denomination bonds, dated August 1, 1919; S. G. Parsons is Chrmn. Ashe County Good Roads Comsn. Further particulars will be found in the *Proposals Department*.

N. C., Marion — (Highway). — McDowell County will issue \$150,000 of bonds in 1919 and \$150,000 in 1920; interest not over 6 per cent.; Hugh F. Little is Chrmn. County Highway Commission.

N. C., Morganton — (Road, Bridge, Court-house). — Burke County Commrs., J. R. Howard, Clerk, rejected all bids for the \$30,000 of 5½ per cent. \$1000 denomination bonds maturing in 1944. Address Board of County Commrs.

N. C., Morganton — (Street, Water, Sewer). — City will offer for sale \$75,000 of street, \$15,000 water and \$10,000 sewer bonds. Address The Mayor.

N. C., Townsville — (Railroad). — City May 9 voted \$75,000 of 5 per cent. 30-year bonds for buying Townsville Township Ry. Address Chairman Executive Committee. W. C. Tucker

is City Clerk, but has no authority in the matter. J. R. Parshall, Richmond, Va., is said to be the purchaser of the bonds.

N. C., Winston-Salem — (Road). — Special dispatch to the Manufacturers Record says that the Merchants' Loan & Trust Co., Chicago, purchased at \$538 premium and accrued interest \$100,000 of 5 per cent. Forsyth County bonds; Leon Cash, Auditor.

N. C., Wilmington — (Ferry). — Bids received 3 P. M. June 11 by Thomas K. Woody, Clk. Commrs. of New Hanover County, for \$50,000 of 5 per cent. 25-year ferry bonds.

N. C., Zebulon — (Water, Sewer). — Bids received 3 P. M. May 20 for \$80,000 of bonds as follows: \$65,000 water, maturing 1920 to 1959, inclusive; \$15,000 sewer, maturing 1920 to 1934, inclusive; J. F. Coltrane, Town Clerk.

Okla., Ada — (School). — School Dist. 35, Pontotoc County, has sold to Robinson & Taylor, Oklahoma City, \$2500 of 6 per cent. 20-year bonds School Dist. 35.

Okla., Arapaho — (School). — School Dist. 63, Custer County, has sold \$3000 of 6 per cent. 20-year bonds to Robinson & Taylor, Oklahoma City.

Okla., Coalgate — (School). — School Dist. 14, Coal County, has sold to Robinson & Taylor, Oklahoma City, \$4000 of 6 per cent. 20-year bonds.

Okla., Drummond — (School). — \$40,000 of bonds have been approved by the Atty.-Gen. Address The Mayor.

Okla., Durant — (School). — School Dist. 45, Bryan County, has sold to Robinson & Taylor, Oklahoma City, Okla., \$7500 of 6 per cent. 20-year bonds.

Okla., El Reno — (Sewer, Park). — It will probably be about 60 days before election can be called to vote on bonds, as plans have to be approved by State Board of Health and State Engr.; John E. Gallagher is Commr. of Finance.

Okla., Holdenville — (School). — School Dist. 64, Hughes County, has sold \$1800 of 6 per cent. 20-year bonds to Robinson & Taylor, Oklahoma City.

Okla., Hugo — (School). — \$10,000 of bonds voted. Address School Board.

Okla., Kinston — (School). — City voted \$5000 of 4½ per cent. 10-year \$5000 denomination bonds for addition to public-school building. Address C. P. Hoggard.

Okla., Lawton — (School). — Dist. 9 (Fletcher), Comanche County, has awarded to Robinson & Taylor, Oklahoma City, Okla., \$14,000 of 6 per cent. 5-30-year school-building bonds. Address County Commrs.

Okla., Lawton — (School). — Comanche County School Dist. No. 9 has sold to Robinson & Taylor of Oklahoma, \$14,000 of 6 per cent. bonds. Address School Board.

Okla., Muskogee — (Park). — \$100,000 of Fair Ground Park bonds have been approved by Atty.-Gen.; W. W. Gilbert is City Clerk.

Okla., Oklahoma City — (School). — City will soon offer for sale \$1,000,000 of bonds; John H. Hope is Pres. Board of Education.

Okla., Purcell — (Bridge, Park). — City voted \$8000 of bonds for bridge and park. Address The Mayor.

Okla., Shawnee — (School). — Pottawatomie County Consolidated School Dist. 2 has sold the following bonds to Robinson & Taylor, Oklahoma City: \$10,000 of 6 per cent. 20-year School Dist. 2; \$2500 Dist. No. 10; \$6000 Dist. 63; \$3000 Dist. 88.

Okla., Talala — (School). — Election will soon be held to vote on bonds for \$15,000 school. Address Board of Education, F. C. Clark, Clerk.

Okla., Tecumseh — (School). — Pottawatomie County has sold to Robinson & Taylor, Okla-

homa City, Okla., bonds as follows: \$6000 of 6 per cent. 20-year School Dist. 63; \$3000 of 6 per cent. 20-year School Dist. No. 83; \$10,000 of 6 per cent. 20-year Consolidated School Dist. No. 2; \$2500 of 6 per cent. 20-year bonds School Dist. No. 10.

S. C., Abbeville — (Street). — City voted \$30,000 of 30-year not exceeding 5½ per cent. bonds. Address J. Moore Mars, Mayor; T. G. Perrine, City Clerk.

S. C., Anderson — (Road). — Anderson County voted \$1,450,000 of bonds. Address County Commrs.

S. C., Charleston — (School). — Steps are being taken to hold an election to vote on \$250,000 of bonds. Address School Board.

S. C., Greenville — (School). — Bids received 4 P. M. June 2 for \$150,000 of 5 per cent. \$1000 denomination bonds, dated July 1, 1919, and maturing July 1, 1939. P. T. Hayne is Chrmn. Board of Trustees, and Geo. W. Sirrine, Secy. Further particulars will be found in the *Proposals Department*.

S. C., Pickens — (Water, Sewer). — Bids will be opened June 10 for \$40,000 of 40-year not exceeding 6 per cent. bonds. Address W. E. Finney; M. C. Smith is Mayor.

S. C., Rock Hill — (School). — Finance Committee is reported taking steps to sell the \$75,000 of bonds recently voted.

S. C., York — (Road). — King's Mountain Township, York County, voted \$50,000 of bonds. Address County Commrs.

S. C., York — (Street). — City sold May 15 at par and \$400 premium to Sidney Spitzer Co., Toledo, Ohio, \$50,000 of 5½ per cent. 20-40-year \$1000 denomination bonds; I. W. Johnson is Mayor.

Tenn., Greenbrier — (School). — City, on May 3, voted \$15,000 of 5 per cent. 20-year \$500 denomination bonds; of the issue \$10,000 are to be sold now; R. H. Dowden is City Clerk.

Tenn., Elizabethton — (Road). — Carter County Commrs. have sold at par and interest to I. B. Tigrett & Co., Jackson, \$30,000 of 5½ per cent. 30-year \$1000 denomination bonds, dated May 1, 1919, and maturing 1949.

Tenn., Jackson — (Road). — Campbell County will, it is stated, issue \$328,000 of bonds. Address County Commrs.

Tenn., Knoxville — (Refunding). — Bids received 7:30 P. M. May 22 by Robert Williams, City Treas., for \$75,000 of 5 per cent. 1-25-year bonds.

Tenn., Madisonville — (Road). — Monroe County, May 12, sold at \$44,865 to Caldwell & Company, \$44,500 of 5½ per cent. \$500 denomination bonds, dated June 1, 1919.

Tenn., Nashville — (Improvement). — City will offer for sale June 17 the following 5 per cent. bonds: \$250,000 20-year viaduct improvement; \$60,000 of 15-year electric-light boiler; \$50,000 of 15-year fire hall equipment; \$25,000 of 30-year gutter construction; \$300,000 of 30-year transportation facilities; \$500,000 of 25-year water-works; J. W. Dashiell is Secy. Board of Commrs.

Tex., Amarillo — (School). — Amarillo Independent School Dist., Potter County, has sold at par and interest, less \$575, to Keeler Brothers of Denver, \$80,000 of 5 per cent. 20-40-year bonds. Address School Board.

Tex., Beeville — (Road). — Bee County on May 12 sold to Bolger, Mosser & Willaman, Chicago, at par, accrued interest and a premium, \$200,000 of an authorized issue of \$600,000 of 5½ per cent. 1-30-year \$1000 denomination bonds, dated May 10, 1919.

Tex., Burkburnett — (Improvement Warrants). — \$150,000 of 6 per cent. 1-10-year public improvement warrants, dated Feb. 17, 1919, were purchased by J. L. Arlitt, Austin, Tex.

Tex., Cleburne — (Road). — Johnson County

voted \$2,000,000 of bonds. Address County Commrs.

Tex., Cove—(School).—Bonds for school are voted. Address School Board.

Tex., Cameron—(Road).—Buckholts Dist., Milam County, voted \$115,000 of bonds. Address County Commrs.

Tex., Decatur—(School).—Nothing has been decided as yet regarding election to vote on bonds. A. C. Hozl, Secy. School Board.

Tex., Denton—(Water-works).—\$100,000 of 3 per cent. 10-40-year water-works construction and improvement bonds approved by Atty.-Gen. Address The Mayor.

Tex., Denton—(Sewer).—\$10,000 of 5 per cent. 40-year City of Denton sewer-improvement No. 2 bonds have been approved by Atty.-Gen. Address Board of Commrs.

Tex., Oakville—(Road).—Precincts 1 and 4, Live Oak County, will vote in June on \$100,000 and \$60,000, respectively. Address County Commrs., J. L. Willborn.

Tex., Kountze—(Road).—\$200,000 of 5½ per cent bonds Hardin County Road Dist. No. 2 have been approved by Atty.-Gen.

Tex., Kountze—(School).—\$5000 of 5 per cent. 10-40-year bonds Kountze Corporate School Dist. approved by Atty.-Gen. Address School Board.

Tex., Laredo—(Road).—Webb County will vote June 14 on \$300,000 of bonds; J. R. Page, County Judge.

Tex., Orange—(Road).—Orange County recently voted \$1,000,000 of bonds. Address County Commrs.

Tex., Palestine—(Levee).—\$200,000 of Anderson County Levee Improvement Dist. 2 6 per cent. bonds have been approved by Atty.-Gen.

Tex., Polytechnic—(School).—\$20,000 school bonds are voted. Address Board of Education.

Tex., San Antonio—(Auditorium, Fire Station, etc.).—City voted \$2,000,000 of bonds for

municipal auditorium, additional fire stations, street, bridges, sewers, etc.; Sam C. Bell is Mayor.

Tex., San Antonio—(School).—Elmendorf School Dist., Bexar County, sold to the State of Texas \$15,000 of bonds; J. Cecil Shultz is Clerk Board of Education.

Tex., Sherman—(Street, School).—City votes June 14 on \$50,000 of street and \$100,000 school bonds. Address The Mayor.

Tex., Waxahachie—(Road).—Ennis Road Dist., Ellis County, voted \$600,000 of bonds. Address County Commrs.

Tex., Weatherford—(Road).—Bids received May 20 by E. A. Swafford, Judge of Parker County, for \$800,000 of 5 per cent. 1-30-year \$1000 bonds, dated May 1, 1919.

Va., Rustburg—(Road).—Campbell County will probably issue bonds. Address County Commrs.

W. Va., Fairmont—(School).—Election May 20 to vote on \$150,000 of 5 per cent. \$500 denomination bonds, dated June 1, 1919, and maturing 1929 to 1953, inclusive. Address Board of Education of Union Independent School Dist., Marion County, Harry Shaw, Prest.; V. H. Cornwell, Secy.

W. Va., Hinton—(Road, Bridge).—Jumping Branch Dist., Summers County, May 3 voted \$30,000 of 5 per cent. \$500 denomination bonds. H. Gwinn is Prest. Summers County Court.

W. Va., Lewisburg—(Road).—Meadow Bluff Dist., Greenbrier County, has sold to the State of Bard of Public Works \$126,000 of bonds. P. C. Hogsett is Clerk.

Financial Notes.

People's Bank of Clinton, Tenn., increased capital from \$25,000 to \$30,000.

Crown Savings Bank, Inc., Newport News, Va., increased capital from \$25,000 to \$100,000.

Union National Bank, Charlotte, N. C., plans to increase capital from \$100,000 to \$200,000.

Merchants' State Bank, Port Arthur, Tex., increased capital from \$65,000 to \$100,000.

Citizens' Trust Co., Savannah, Ga., increased capital from \$150,000 to \$200,000.

Citizens' & Southern Bank, Savannah, Ga., increased capital from \$1,000,000 to \$5,000,000.

Guaranty State Bank, Houston, Tex., increased capital from \$50,000 to \$100,000, effective May 15.

Salisbury National Bank, Salisbury, Md., increased capital from \$80,000 to \$100,000.

National City Bank, Memphis, Tenn., increased capital from \$100,000 to \$200,000.

Bank of Heath Springs, Heath Springs, S. C., increased capital from \$10,000 to \$25,000.

Springs Banking & Mercantile Co., Heath Springs, S. C., increased capital from \$25,000 to \$100,000.

Planters' Bank, Ridgely, Tenn., increased capital from \$30,000 to \$100,000.

Washington (D. C.) Bankers' Assn. will meet in Buena Vista, Md., June 25 and 26.

Central Labor Loan & Savings Co., Chattanooga, Tenn., plans to increase capital from \$50,000 to \$100,000.

The Bank of Jonesboro, Jonesboro, Ark., has established a Farm Department, with C. O. Carpenter as Farm Agent, having charge of the bank's farm accounts and demonstration work. It has about 3500 of these accounts. Mr. Carpenter has been prominently connected with agricultural and other development in Arkansas for a number of years. He was for a long time with the Missouri Pacific Rwy. in its agricultural work, and lately with the Mann Land & Improvement Co.

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